

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

Qualified Optical
Service.

N. LAZARUS,
OPHTHALMIC OPTICIAN,
(Hongkong's only European
Optician)
12, Queen's Road Central,
Manager: A. COOPER.
Sight Testing Optician by
Canadian Government Exam-
ination, Fellow of the American
Optometric Association.

No. 21,073 號三十七零千壹萬式第 日六初月十年丑乙 HONGKONG, TUESDAY, JANUARY 19TH, 1926 式拜禮 號九十月正年五十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS JUST ARRIVED.

A
NEW SHIPMENT OF
ALLSOPP'S
BRITISH PILSENER
BEER.

The Best Beer on the Market.
Obtainable at all First Class
Stores, etc.

SOLE AGENTS:

**CALDBECK,
MACGREGOR
& CO., LTD.**

15, QUEEN'S ROAD CENTRAL. TEL. CENTRAL 75
(51)

SPORTING.

GUNS by W. W. GREENER WEMBLAY
and SCOTT, and Other Makers—British,
French and American.

U.S.A. Air Rifles, and Miniature Rifles,
22 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES of all des-
criptions.

Agents for W. W. GREENER, Ltd.,
BIRMINGHAM.

**HONGKONG SPORTING ARMS
AND AMMUNITION STORE,**
6, BEAUFIELD ARCADE.

BOWERN & CO

No. 8, MUSEUM ROAD,
SHANGHAI.

Member, British Chamber of Commerce
(Shanghai), Mr. T. W. BOWEN, Fellow
of the Institute of Chartered Ship-
brokers, Incorporated by Royal Charter,
London.

STEAMSHIP AGENTS AND SHIPBROKERS
For the Purchase, Sale and Charter
of Vessels of any Tonnage, Passenger
and/or Cargo, New and/or Old, with de-
livery China at Very Low Prices.

AUCTIONEERS, COAL MERCHANTS,
FREIGHT BROKERS, METAL MERCHANTS,
Machinery For Sale, New and Old in
First-Class Condition.

IMPORTERS AND EXPORTERS, SHAREBROKERS,
(Members, Shanghai Share-Brokers'
Association).

SOLE AGENTS FOR CHINA:—
GREEN'S PATENT ANCHORS,
SAMUEL WARREN & Co., Ltd. (Sheffield),
High-Class Steel Manufactures (Tank
Brand).

Callalques and Price-Lists on application.

(Enquiries Welcomed.)

Cable Address: BOWERN, SHANGHAI.

Codes: Bentley's, Scott's, A.B.C.

5th Edition and Improved.

RUSSO-ASIATIC BANK.

Capital (FULLY PAID) 55,000,000
RESERVE FUND 29,960,000
Rup. Tls.

CAPITAL CONTRIBUTED BY THE
CHINESE GOVERNMENT 3,500,000
RESERVE FUND 1,750,000

Head Office:

Paris: 9, Rue Boudreau.

LONDON OFFICE:

64, Old Broad Street, E.C.2.

BANKERS:

LONDON: Messrs. Glyn, Mills, Currie &
Co.; Societe Generale pour Favoriser
le Developpement du Commerce et de
l'Industrie en France.
PARIS: Societe Generale pour Favoriser
le Developpement du Commerce et de
l'Industrie en France; Banque de Paris
et des Pays-Bas.
LYONS: Societe Generale pour Favoriser
le Developpement du Commerce et de
l'Industrie en France.

NEW YORK: The Irving Bank; Columbia
Trust Company.
SAN FRANCISCO: The Crocker National
Bank of San Francisco.

BRANCHES IN ASIA:

Changchun, Hankow, Manzhouli, Tientsin,
Chifu, Harbin, Newchwang, Urumtsi,
Jiaosen, Hongkong, Peking, Yokohama,
Huller, Kashgar, Shanghai.

HONGKONG BRANCH:
Interest allowed on Current Accounts
and Fixed Deposits. Terms on applica-
tion. Local Bills discounted.

Foreign Exchange on the Principal
Cities of the World bought and sold.
L. BAINES,
Manager.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	7.03	9.36	10.41	12.11	1.36	4.56	5.51	7.31
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	7.21	9.54	11.09	12.39	1.54	5.14	6.09	7.49
Fanning	7.33	10.06	11.21	12.51	2.06	5.26	6.21	7.61
Shum Shue Po	7.36	10.09	11.24	12.54	2.09	5.29	6.24	7.64
Shum Shue Po	7.42	10.15	11.30	13.00	2.15	5.34	6.29	7.69

SUNDAYS AND PUBLIC HOLIDAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.35	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	6.50	9.45	10.40	12.10	1.25	4.45	5.39	7.20
Shatin	7.03	9.58	10.53	12.23	1.38	4.58	5.52	7.33
Tai Po	7.16	10.11	11.06	12.36	1.51	5.11	6.06	7.46
Tai Po Market	7.21	10.16	11.11	12.41	1.56	5.16	6.11	7.51
Fanning	7.33	10.28	11.23	12.53	2.08	5.28	6.23	7.63
Shum Shue Po	7.36	10.31	11.26	12.56	2.11	5.31	6.26	7.66
Shum Shue Po	7.42	10.37	11.32	13.02	2.17	5.37	6.32	7.72

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Shue Po	8.12	10.38	11.40	13.00	2.22	5.40	6.30	7.77
Shum Shue Po	8.19	10.45	11.47	13.07	2.29	5.47	6.37	7.84
Fanning	8.33	10.49	11.51	13.11	2.43	5.51	6.41	7.91
Tai Po Market	8.38	10.59	12.02	13.21	2.48	6.01	6.48	8.01
Tai Po	8.37	11.04	12.07	13.25	2.47	6.05	6.54	8.07
Shatin	8.51	11.17	12.21	13.38	2.55	6.13	7.02	8.15
Yau Ma Tei	9.03	11.29	12.33	13.50	3.07	6.25	7.14	8.27
Kowloon	9.11	11.37	12.41	13.58	3.15	6.33	7.22	8.35

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.35	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	6.50	9.45	10.40	12.10	1.25	4.45	5.39	7.20
Shatin	7.03	9.58	10.53	12.23	1.38	4.58	5.52	7.33
Tai Po	7.16	10.11	11.06	12.36	1.51	5.11	6.06	7.46
Tai Po Market	7.21	10.16	11.11	12.41	1.56	5.16	6.11	7.51
Fanning	7.33	10.28	11.23	12.53	2.08	5.28	6.23	7.63
Shum Shue Po	7.36	10.31	11.26	12.56	2.11	5.31	6.26	7.66
Shum Shue Po	7.42	10.37	11.32	13.02	2.17	5.37	6.32	7.72

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from
Messrs. THOS. COOK & SON, Ltd., HONGKONG, or from THE AMERICAN EXPRESS COM-
pany, HONGKONG.

H. P. WINSLOW, Manager.

THE STANDARD LIFE ASSURANCE CO.

£1,000 on attaining the age of Fifty-five.
Premiums moderate. Conditions liberal.

Particulars from—

DODWELL & CO., LTD.

AGENTS,

2, QUEEN'S BUILDING.

CAMMELL LAIRD & Co., Ltd.

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., Etc.
Birkenhead, Sheffield, Nottingham, Birmingham,
Leeds, Penistone and London.

RAILWAY PASSENGER COACHES

FREIGHT & COAL CARS

STEAM DRIVEN RAIL COACHES

"NEWLAY" SOLID ROLLED STEEL RAILWAY WHEELS.

13, PEKING ROAD, SHANGHAI.

SIR W. G. ARMSTRONG, WHITWORTH & CO., LTD.

ELSWICK WORKS, NEWCASTLE-UPON-TYNE.

CIVIL ENGINEERING CONTRACTING DEPARTMENT.

Contractors for the Construction of Railways, Docks, Harbours,

Tunnels, Hydro-Electric Works, Structural Steelwork, etc.

St. George's Building,

5th Floor,

Hongkong.

Telegraphic Address: "UBIQUITY," Hongkong

Telephone No. Central 502.

OVER HALF A CENTURY REPUTATION
FOR THE
DR. LE CLERC'S PILLS FOR
DYSPEPSIA, INDIGESTION, COLIC, CONSTIPATION,
BILIOUSNESS, HEADACHE, NEURALGIA, MIGRAINE,
PAIN IN THE BACK, RHEUMATISM, GOUT, GRAVEL,
FEMALE COMPLAINTS, AND ALL AFFECTIONS OF THE
DIGESTIVE ORGANS.
DR. LE CLERC'S PILLS FOR
DYSPEPSIA, INDIGESTION, COLIC, CONSTIPATION,
BILIOUSNESS, HEADACHE, NEURALGIA, MIGRAINE,
PAIN IN THE BACK, RHEUMATISM, GOUT, GRAVEL,
FEMALE COMPLAINTS, AND ALL AFFECTIONS OF THE
DIGESTIVE ORGANS.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S

LOCAL NEWS.

The Paper to send Home

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).

Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE

FROM HONGKONG: 8 A.M. and 4 P.M. daily.

(Sundays: 9 A.M. only).

FROM MACAO: 8 A.M. and 2 P.M. daily.

(Sundays: 4 P.M. only).

SPECIAL SAILINGS—On THURSDAY, FRIDAY, SATURDAY
and SUNDAY, the 21st, 22nd, 23rd and 24th JANUARY, respectively.
Sailings of a. "TAISHAN" will be 8 A.M. from Hongkong and 3 P.M.
from MACAO.

"THOUGHTS ON HUNTING AND
OTHER MATTERS" By R. S.
Surtees \$14.00
Illustrated by G. D. Armour.

"ONCE ON A TIME" By A. A.
Mills \$5.25
A charming book for children beautifully
illustrated.

"FROM PIGEON-POST TO WIRE-
LESS" By H. M. Collins \$8.75
A marvellous work on the advance of
communication by the sole survivor of the
original Buzzer regime.

"SEA VENTURERS OF BRITAIN."
By "Taffrail" \$5.95
Tales of the most famous ocean explorers in
our history.

"ROMANCES OF MAYFAIR" \$3.75
The anonymous author of this book relates
the inner history of many remarkable affairs
that have surprised society during recent years.

"I LIKE TO REMEMBER" By W.
Pett Budge \$10.50
A book of interesting reminiscences.

"HEALTH AND SELF-MASTERY
THROUGH PSYCHO-ANALYSIS
AND AUTO-SUGGESTION" By
W. J. Fielding \$5.25
A practical application of these two sciences.

"THE BENCH AND THE DOCK."
By Charles Kingston \$3.75
A book that deals with Crime and Criminals
the world over. With a full-page illustration.

"THE TCHERKA—THE RED INQUI-
SITION" By George Peck \$5.95
An account of an Extraordinary Commission
which is the real ruler of Bolshevik Russia.

"DOGS AND HOW TO KNOW
THEM" By E. C. Ash \$1.75
Fully descriptive of every recognised breed.

"THE PSYCHOLOGY OF HAND-
WRITING" By Robert Sadek \$3.75
This book is an exposition of a subject which
is little understood in England at present, but is
destined to take an important place among the
sciences, and is already accepted as the basis of
applied psychology in some universities
abroad.

KELLY & WALSH, LTD.

THE BOOKSHOP.

CHATER ROAD.

EQUITABLE EASTERN BANKING
CORPORATION.
AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. \$3,000,000.00

HEAD OFFICE:

37, WALL STREET,

NEW YORK.

BRANCHES:

SHANGHAI

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.

LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO., OF N.Y.
BY: D. M. BIGGAR, Manager.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—HONGKONG.

Authorized Capital \$10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,000,000

DIRECTORS:—

Hon. Sir Shou Son Chow, Chairman
Fung Ping Shan Ng Ching Lak Hnyuh Tai
Li Koon Chun Fong Wai Ting Kan Ying Po
P. K. Kwok Mok Ching Kong Chan Ching
Wong Yau Tong Shek

Every description of Banking and Ex-
change business transacted. Loans grant-
ed on approved securities. Loans grant-
ed on approved securities.

SAFE DEPOSIT BOXES TO LET.
KAN TONG PO,
Chief Manager.
Hongkong, 16th February, 1925. [33]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up).....Yen 100,000,000
Reserve Fund.....Yen 23,500,000

HEAD OFFICE: YOKOHAMA

BRANCHES AND AGENTS AT:

Batavia, Karachi, Bangkok
Bombay, Kobe, Soerabaya
Buenos Ayres, London, San Francisco
Calcutta, Lyons, Seattle
Canton, Los Angeles, Shanghai
Changhai, Manila, Singapore
Daikoku (Dairen), Nagasaki, Shimonoseki
Fengtien, Nagoya, Sydney
Hankow, Newchwang, Tientsin
Harbin, Peking, Tokyo
Hankow, Peking, Yokohama
Hankow, Peking, Yokohama
Hankow, Peking, Yokohama

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at
rates to be obtained on application.

C. ARIMA, Manager.
Hongkong, 14th September, 1925. [35]

THE OCEAN ACCIDENT AND GUARANTEE CORPORATION LIMITED.

Issue Policies Covering
ACCIDENT AND ILLNESS
MOTOR CAR AND CYCLES
BAGGAGE (ALL RISKS)
PUBLIC LIABILITY
(GENERAL THIRD PARTY)
BURGLARY, ETC.

Agents:
GILMAN & Co., Ltd.,
4A, Des Voeux Road,
Telephone No. C. 290.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1924.

Revised by Members.

PRICE \$5

DAILY PRESS OFFICE.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.

Comprehensive and Complete Report
of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated

THE CHINA OVERLAND

TRADE REPORT.

Subscription, paid in advance—\$12 per
annum for delivery in Hongkong, including
Postage to any part of the world—\$15.

HOTELS

THE

HONGKONG

HONGKONG HOTEL; REGULAR BAY HOTEL;
PEARL HOTEL.

Telegraphic Address:

"KREMLIN, HONGKONG"

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALAN HOTEL; MAJESTIC HOTEL

Telegraphic Address:

"CENTRAL, SHANGHAI"

HOTELS

LIMITED.

In association with the GRAND HOTEL DES
WAGONS LITS, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION.

Electric Lifts and Lighting.

Telephones on each floor.

Hotel Launch meets all Steamers.

Telephone: Central No. 373.

Tel. Address: VICTORIA.

43] J. WITCHELL,
Manager.

PALACE HOTEL.

Tel.: Kowloon No. 3. Tel. Ad: "PALACE"

Three Minutes from Kowloon Wharf, Ferry
Wharf and Railway Station.

Entirely under English Management.

Electric Light and Fans Throughout.

"EVERY ROOM WITH PRIVATE BATH"

Lounge, Bar and Billiard Rooms. Unrivalled
Cuisine under the personal supervision of
the Proprietor.

TERMS MODERATE.

"DECOLITE" FIRE-RESISTING FLOORING

(Awarded Gold Medal Franco-British Exhibition.)

JOINTLESS, HYGIENIC & NON-SLIPPING

Laid by Our Own Workmen on

STEEL, WOOD OR CONCRETE.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Tel. Central 236.

2, Queen's Buildings.

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST"

ESTABLISHED 1854

ROPES OF ALL
SIZES FOR ALL
PURPOSES

MADE FROM
PURE MANILA
HEMP

MANUFACTURED
BY THE MOST
MODERN
MACHINERY.

MANILA

STOCKS ON HAND OF ALL SIZES. ENQUIRIES SOLICITED.

FACTORIES:—MANILA, P.I.
HONGKONG OFFICE:—KING'S BUILDING.
TELEPHONE CENTRAL 3163.

WE BUY		WE SELL	
1/50 Banks	100 C. Light (old)	100 Spore Trams	100 Dairy Farms
10/500 C. Light (new)	100 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)
50 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)
500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)
500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)
500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)
500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)
500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)
500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)	100/500 C. Light (new)

INVESTMENTS

WE BUY		WE SELL	
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms
100 C. Light (old)	100 C. Light (new)	100 Spore Trams	100 Dairy Farms

SMALL INVESTORS,
10, Des Vaux Road,
Tel. 4630.

HONGKONG STOCK EXCHANGE CLOSING QUOTATIONS

JANUARY 18TH, 1926.

Hongkong Bank	\$1,000 buy.
Do. London	\$217 nom.
Chartered Bank	\$231 nom.
Mercantile Bank, A. & B.	\$234 nom.
Do. U.	\$218 nom.
P. & O. Bank	\$234 nom.
East Asia Bank	\$234 nom.
China Insurance	\$350 buy.
China Fire Insurance	\$350 buy.
North China Insurance	\$350 buy.
Union Insurance	\$350 buy.
Yangtze Insurance	\$350 buy.
China Fire Insurance	\$350 buy.
Hongkong Fire Insurance	\$350 buy.
Donghai	\$350 buy.
H.K. & M. Steamboats	\$350 buy.
Hongkong Tugs	\$350 buy.
Indo-China (Ref.)	\$350 buy.
Do. (Def.) London	\$350 buy.
Do. Hongkong	\$350 buy.
Shell Transport	\$350 buy.
Star Line	\$350 buy.
Waterboats	\$350 buy.
Oriental Navigation	\$350 buy.
China Sugars	\$350 buy.
Malacca Sugars	\$350 buy.
Benguet	\$350 buy.
Kailan Mining Ad.	\$350 buy.
Langkat (combined)	\$350 buy.
Do. (single)	\$350 buy.
Shanghai Exports	\$350 buy.
Shanghai Loans	\$350 buy.
Ranbe	\$350 buy.
Tyong Mines	\$350 buy.
Ural Caspian	\$350 buy.
H.K. & W. Wharves	\$350 buy.
H.K. & W. Docks	\$350 buy.
Hongkong	\$350 buy.
New Engineering	\$350 buy.
Shanghai Docks	\$350 buy.
H.K. & S. Hotels (old)	\$350 buy.
Hongkong Realty (old)	\$350 buy.
H.K. Territorial (old)	\$350 buy.
Humphreys Estates	\$350 buy.
Prince's Buildings	\$350 buy.
Rural Lands	\$350 buy.
Ewo Cottons	\$350 buy.
Oriental	\$350 buy.
Shanghai Cottons (old)	\$350 buy.
Do. (new)	\$350 buy.
Amusements	\$350 buy.
China Ice	\$350 buy.
Cement (combined)	\$350 buy.
Do. (old)	\$350 buy.
Do. (new)	\$350 buy.
China Buses	\$350 buy.
China Lights (combined)	\$350 buy.
Do. (old)	\$350 buy.
Do. (new)	\$350 buy.
China Provident (comb.)	\$350 buy.
Do. (old)	\$350 buy.
Do. (new)	\$350 buy.
Constructions	\$350 buy.
Dairy Farms	\$350 buy.
Do. A. Wing (old)	\$350 buy.
Hongkong Electric	\$350 buy.
Macao Electric	\$350 buy.
H.K. Developments	\$350 buy.
H.K. Ropes (combined)	\$350 buy.
Do. (old)	\$350 buy.
Do. (new)	\$350 buy.
Hongkong Tramways	\$350 buy.
Lane Crawford	\$350 buy.
Mackintosh	\$350 buy.
Peak Trams (old)	\$350 buy.
Do. (new) (old)	\$350 buy.
Sincere	\$350 buy.
Taxis	\$350 buy.
United Asbestos	\$350 buy.
Watsons (old)	\$350 buy.
Do. (new)	\$350 buy.
Wm. Powell	\$350 buy.

buy—buyers; sell—sellers; sa.—sales;
nom.—nominal.

CUSTOMS FAMINE SURTAX. SHALL FUNDS BE RELEASED WITHOUT SUPERVISION?

Serious controversy, says Mr. Rodney Gilbert in a dispatch to the *London Standard*, has arisen in the Government famine Commission, which consists of 10 foreigners and 10 Chinese, appointed last September to control the disposition of the Customs famine surtax, commencing with November.

Hitherto no funds have been released by the Commission, because of differences of opinion on the supervision of the use of the funds, while the dispute has now reached an impasse which makes any release unlikely until the famine victims are all dead or have recovered by their own efforts.

The majority of the Chinese want the funds released unconditionally to the Government for unsupervised distribution among the provinces.

It is rightly regarded as certain by the British, American, Japanese, Danish, Swedish and Norwegian representatives on the Commission that such a step would defeat the purpose of the surtax, and yield little to the victims; so they urge that the funds available and which now total over \$3,000,000 shall be given to the International Famine Relief Commission which has an organization of accountants and engineers.

The Chinese position is strongly supported by the Dutch, French and Latin members of the Commission, with no immediate prospect of agreement.

The whole situation has been brought to light by the Ministry of Finance's suggestion that the surtax shall be continued beyond the agreed four months' period, so that it, the Ministry, could raise a New Year loan with the proceeds of the surtax as security.

A SHANGHAI TRAGEDY.

WIFE'S TERRIBLE DISCOVERY.

The death took place in tragic circumstances on the 13th inst. at the Hotel Plaza of Mr. D. A. Pelphry, assistant accountant in the employ of Messrs. Liggett & Myers Tobacco Co. Mr. Pelphry who was formerly stationed at Tientsin had been ill for some days suffering from malaria, and at 11 p.m. did not accompany his wife to the dining room. On her return she found her husband dead in the bathroom. He appears to have placed the muzzle of a pistol in his mouth and pulled the trigger. Death would appear to have been instantaneous. Mr. Pelphry was about 33 years of age and had been in China about 24 years. His home city was St. Louis, Missouri.

SHANGHAI OPIUM CASE. SUGGESTED ATTEMPT AT BLACKMAIL.

The trial of Yih Ching Woo, who was prosecuted by G. Dadunashvili and N. E. B. Ezra for the larceny of 180 chests of opium valued at \$1,000,000, was concluded at the Mixed Court at Shanghai last week with the acquittal of the accused.

Mr. Martin, British Assessor, and Magistrate Kuan, in their reserved judgment, said that no evidence had been given upon which it could have been hoped to secure a conviction on the criminal charge of establishing a claim in the civil case.

Regarding Ezra's offer to assist in the recovery of the claim in consideration of a reward of 5 per cent. of whatever could be got, the Court points out that he did nothing beyond making two suggestions to M. du Pac de Marsoulles (his then counsel). He could have rendered all the assistance in his power and obtained his reward without claiming to be joint owner of the opium.

Finally, the Bench suggested that there had been attempts to mislead the Court into granting security for \$1,000,000, that no actual trial was ever contemplated, and that complainants hoped that a sum would be paid in consideration of proceedings being dropped.

SHANGHAI'S EXPORTS TO U.S. ALMOST DOUBLE IN VALUE IN 1925 COMPARED WITH 1924.

The following is a summary of a tabulated statement issued by Mr. Edwin S. Cunningham, American Consul-General at Shanghai, of the values of the declared exports from Shanghai to the United States during the year 1925 and a comparison with the year 1924:

	1924	1925
Group 0:		
Animal and animal products, except wool and hair	8,651,975	13,072,042
Group 1:		
Vegetable food products, oil seeds, expressed oils and beverages	2,349,032	2,407,544
Group 2:		
Other vegetable products, except fibres and wood	663,066	230,060
Group 3:		
Textiles	10,578,982	43,711,607
Group 4:		
Wood and paper	155,763	114,737
Group 5:		
Non-metallic minerals	70,352	85,483
Group 6:		
Ores, metals and manufactures, except machinery and vehicles	5,020,881	768,000
Group 7:		
Machinery and vehicles		
Group 8:		
Chemicals	2,582,316	1,913,512
	39,121,425	62,378,559

CHINESE MARITIME CUSTOMS. LAST YEAR'S COLLECTIONS. DECREASES IN THE SOUTHERN PORTS.

The following table shows in round figures the Chinese Maritime Customs collection for 1925, and the increase or decrease, at the principal ports:—

	Hk. Tls.	Hk. Tls.
Harbin	1,461,000 an inc. of	225,000
Antung	1,894,000	516,000
Dairen	6,163,000	751,000
Newchwang	1,290,000	359,000
Tientsin		
Chinwangtao	8,951,000	1,536,000
Kiaochow	3,137,000 a dec. of	75,000
Hankow	5,398,000	203,000
Shanghai	28,023,000	1,524,000
Swatow	1,477,000	247,000
Canton	2,935,000	768,000
Wuhu	1,215,000 an inc. of	484,000

As stated in a Peking cable published on the 4th inst., the total Maritime Customs revenue for 1925 amounts in round figures to Hk. Tls. 69,585,000, an increase of Hk. Tls. 270,000, as compared with the collection for the year 1924. The sterling equivalent of the 1925 collection at the average exchange 3/5½ is approximately £12,180,000, as compared with £12,741,000, the equivalent of the 1924 collection at the average exchange 3/7½.

ERUPTIONS ON FACE AND HANDS

Also on Neck. Inflamed and of a Wet Nature. Face Swollen. Cuticura Heals.

"Some time ago I was greatly troubled with painful, burning eruptions on my face, hands and neck. The eruptions were inflamed and were of a wet nature, and some days I could not shave. The disfigurement was very annoying and I could hardly see because my face was so badly swollen."

"I began using Cuticura Soap and Ointment and in about two weeks the eruptions disappeared. I was healed." (Signed) L. T. Beck, 5, Shakespeare Rd., Dover, Eng.

Cuticura Soap, Ointment and Talcum promote and maintain skin purity, skin comfort and skin health. The Soap to cleanse and purify, the Ointment to soothe and heal, the Talcum to powder.

Soap and Ointment sold throughout the world. For sample and free advice, write to Cuticura, 16, New York, U.S.A.

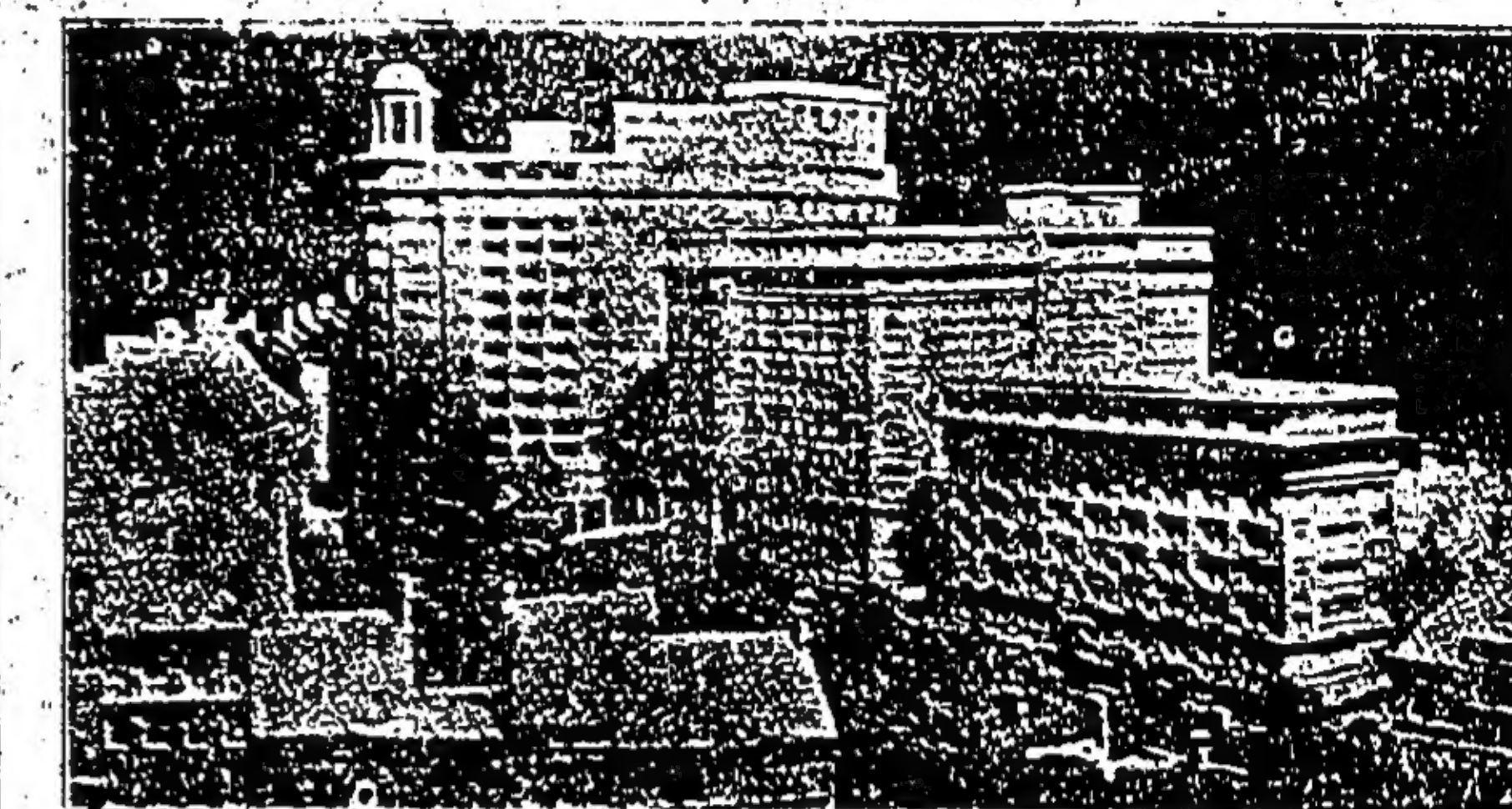
TO-DAY and TO-MORROW

QUEEN'S SUPER CINEMAS

TO-DAY and TO-MORROW

at 2.30, 5.15, 7.15 and 9.15 p.m.

WESLEY BARRY IN THE COUNTRY KID.



RESIDENTIAL PALACE, BRUSSELS.

FOUNDATIONS UPON 2250 FRANKI PILES.

For illustrated booklet and full information regarding the FRANKI PATENT CONCRETE PILING SYSTEM for FOUNDATIONS, apply to the Sole Licensees for China:—

HONGKONG ENGINEERING & CONSTRUCTION Co., Ltd.

St. George's Building, Chater Road, Hongkong,
Telephone Central 4531.

HONGKONG HOTEL.

A CHINESE NEW YEAR EVE AFTER-DINNER CARNIVAL DANCE

WILL BE HELD IN THE

ROOF GARDEN

ON

Friday, 12th February, 1926,

From 9 p.m. to Midnight.

FANCY OR EVENING DRESS OPTIONAL.

DINNER.

(Including Admission to Carnival Dance)

\$4 Per Head.

7.30 p.m. to 9.00 p.m.

TABLE RESERVATIONS SHOULD NOW BE MADE

THE HONGKONG & SHANGHAI HOTELS, LTD.

PREPAID "WANTED" ADVERTISEMENTS

TO LET—From April 1st, 1926, for Six Months, Well Furnished Flat, Four Rooms, Central District, All Modern Conveniences including Elevator. Apply—Box No. 165, c/o Hongkong Daily Press. [165]

ENGLISH Nurse for Two Children. Apply Box 171, c/o Hongkong Daily Press. [171]

CHILDREN'S Nurse Wanted—Apply Mrs. G. R. LORRAINE, St. Andrew's Vicarage, Kowloon. Telephone K. 154. [173]

TO LET—EUROPEAN FLATS, in Mohim Building, 341, Nathan Road, Kowloon, with All Modern Conveniences—Apply to Messrs. KAYAMALLY & Co., 3 & 5 D'Almeida Street, Hongkong. [179]

HOTEL RESIDENTS.

HONGKONG HOTEL.	
C. P. Anderson	Mr. & Mrs. G. Otton
N. G. Beale	H. Pearman
P. Caron	Mr. & Mrs. H. Priestley
J. H. Cook	H. J. Pearce
W. A. Dowley	G. H. Potts
Geo. A. Fafall	E. Rice
Mr. & Mrs. J. Gould	Mr. & Mrs. C. E. Riddell
J. Gregory	O. B. Shank
W. Hagen	T. S. W. Smith
Misses A. & F. Hamilton	Mrs. B. Thompson
W. H. Harkness	Capt. Wiedman
J. J. Johnstone	G. Wragge
J. E. Joseph	Mr. & Mrs. J. F. Wright
Mr. & Mrs. B. J. Lacom	B. Wylie
Miss H. Lillie	
A. C. Neave	

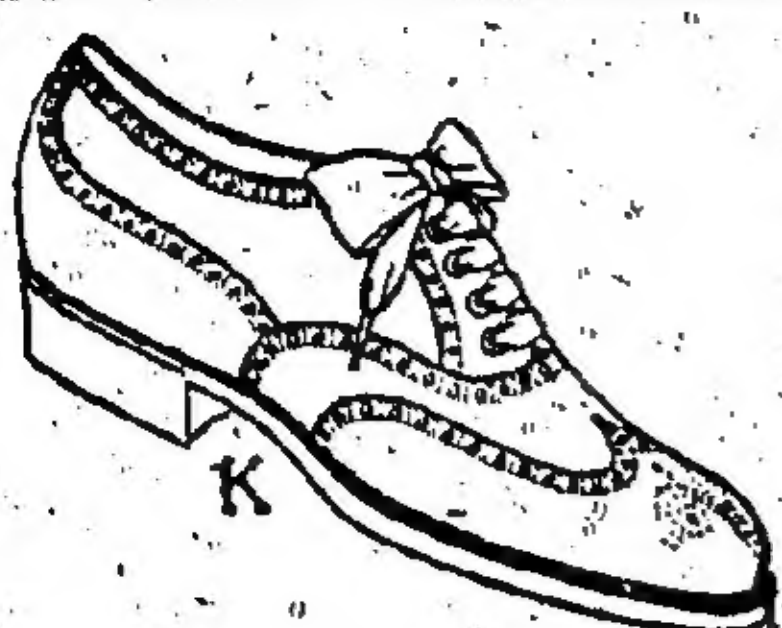
The total output of the Kailan Mining Administration's mines for the week ending January 2nd, 1926, amounted to 72,257 tons and the sales to 45,023 tons.

ONLY ONE VISIT FRENCH STORE

You will be surprised by the Variety and Highest Quality of the New CHRISTMAS CONFECTIONERY.

MARRONS GLACES EXTRA VANILLES in Tins and by Weight.
BONBONS CHOCOLAT LIQUEURS in Fancy Boxes.
DELICIOUS ENGLISH CAKE.
DRAGEES—Amandes Imperiales Suffrises, Bonbons Liqueur, Bonbons Nougat, Pralines Extra, Caramels Mous, Gommages Assorties.
CHOCOLAT—Bouches Nougat Extra, Bonbons Choclat, Bouches Montemar, Tresses Creme Mandie, Bouches Nougat Extra, Sarsalade, Cerises de Lys, Nougatine de Nougat Extra.
NOUGAT EXTRA and a great Assortment of FINE FANCY BOXES, etc., etc.
Tel. 794. 9, BEACONFIELD ARCADE

"K" BROGAN SHOES.



A Walking Shoe of distinctive appearance and comfortable wear.

Stocked in Tan Willow Calf in three smart shapes, also Black Box Calf in a medium width toe.

WE ALLOW 10% DISCOUNT FOR CASH.

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS.
Alexandra Building. Des Vaux Road.

DAIRY FARM NEWS.

FINEST MACAO LOBSTERS

COOKED AND READY FOR THE TABLE.

50 Cents per lb.

MACAO SOLES.

60 Cents per lb.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.



GENERAL

ACCIDENT, FIRE & LIFE

ASSURANCE CORPORATION, LIMITED.

We have been appointed Agents of the above well-known corporation, and are prepared to issue policies at favourable rates for fire, accidents, life, motor-car and burglary, etc.

Agents:
JAMES H. BACKHOUSE, LTD.,
1A, CHATER ROAD.

[24]

WINTRY DAYS

OUTSIDE, AND INSIDE THE GLOW OF
A CHEERFUL ROOM.

A room with a glowing Gas fire, where it is a luxury merely to lounge in your favourite chair and forget all your worries.

No bother about coal, no sulky fire that has to be coaxed, no dirt. Nothing to do but turn a tap and strike a match: in other words

COMFORT ON TAP.

Therefore,

INSTAL GAS NOW

AND

ENSURE YOUR COMFORT.

[96]

A.P.E.

CORRESPONDENCE.

AN OPEN LETTER TO DIRECTORS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I should be much obliged if you would insert the following in your next issue:

"AN OPEN LETTER TO DIRECTORS OF LOCAL COMPANIES."

GENTLEMEN,—During the next few months you will be called upon to decide as to the amount of dividend to be paid by the Companies of which you are Directors. In this respect a lead has been given to you by the Directors of the Hongkong & Shanghai Banking Corporation who have recognised the advisability of continuing to pay their usual dividend despite the bad times through which we are passing. After all reserve funds are provided especially to meet times like the present and the only sound policy would therefore appear to be "dividends as usual." The economic situation has been greatly tempered by most local firms adopting the slogan "business as usual," so wisely advocated recently by a prominent Government official. This is exemplified by the fact that very few firms have reduced their Staffs which, of course, means that their reserves must be drawn on to meet current expenses. Finance plays a most important part in the preservation of public confidence and you will no doubt bear this in mind in your deliberations.—Yours faithfully,

SCRUTATOR.

Hongkong, January 18th, 1925.

BRITISH INTERESTS IN CHINA.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Never at any time during the past ten years, has it been so apparent as now, that the change from the Trade Commissioner form to that of Representation by Minister on the part of the British Government, is fraught with danger to the British position in Asia.

Peking is a marvellous city with an environment and effect which must be experienced to be appreciated. A maze of walls within walls, situated far from the maddening whirl of trade and commerce; its officials, Chinese and foreign, look down upon the whirling masses in China and the treaty ports and wonder vaguely what all the bother is about. Never at any time during the past two decades, have there been such rounds of social gaiety as now, nor have there been so many foreign officials living so luxuriously in the different legations and hotels.

Dinners, dances, paper bunts, beagles, mahjong, and bridge parties, follow one another in endless succession: the royal blue Buick cars so graciously provided all delegates (whether residents or visitors) ceaselessly carry their vice-regal occupants, to all the show, sights, bazaars and fairs within the Palace City and its environs; golf competitions arranged by visiting delegates, vie with gallops on the circular track and in the open country to while away the tedium of the waiting great, and no one who came here at this time, would think that there were more than one hundred delegates whose homelands and commercial coteries were interested in any other thing than that their representatives had a really festive holiday.

On the other side of the shield, there is, of course, the mole-like activity of the Soviet, moving mainly through the Chinese Government schools and universities. The so-called "Diplomatic Body" no longer exists. At the best it was a strange animal full of queer pranks and quips, and apt at all time to get out of hand, born during the chaotic times following 1900, and even during the first two years of its life its Russian leg seldom moved in unison with its other members and caused much ado during 1901-2, by making frantic clutches in advance of the appetite of the rest of its entity. To-day the German Minister is detached, the Russians play their own game, and the delegates of the rest of the Powers have been too busy enjoying life, to do much that really matters.

Japan has interests in Manchuria (it is to be presumed that we have none in the rest of China by our actions—or their lack) and so she makes moves to protect them, whilst the rest of the Powers, having fallen deep in the morass of foolishness, during the past summer, sit and whisper sweets nothing into the ears of half a dozen idealists who represent no person or party save themselves, but who have been elected by the Chinese to play the old game of "fool the foreigner" in an atmosphere as unreal and as exotic as that of Washington in 1922.

Now if we, who surely have no lesser interests to safeguard than China, than Japan, would, to suit the times, change back to a Trade Commissioner who presumably would be stationed in Shanghai, we might hope to make our representation a business-like one and leave the social side of Peking life to those of other Powers who might prefer it. There are at the moment 16 Legations and a Papal Legate in Peking, half of whom do not have enough to do to fill an hour's week of actual work, so that it is admitted that their cases are not the same as ours in this matter.

But if we had a Trade Commissioner, who was not a Foreign Office protégé, but an official of the Board of Trade, chosen rather for his abilities in the direction of advancing British interests in China, as a whole, rather than the social life of a few favoured ones in Peking, we might get further and do more to protect ourselves and our trade.

Once we had Commercial Attachés spread over the larger coastwise ports, but even these seem to have faded away into thin air, and we can say to-day that we actually have in China no representation of any value at all outside the Consular Service; and the pity of it is that our present Diplomatic Service cannot by reason of its superiority and seniority mix with or receive knowledge or advice from that hard-working body of men.

To Hongkong especially, the matter ought to be worth all consideration, because whilst it is controlled by a Sister Service, yet its well-being is almost entirely dependent upon the administration of the Foreign Office services in China, and when these can make such a hopeless mess of ordinary diplomatic negotiations, as they have this past summer, without being checked or supervised in any way by the senior colony, it is time and more than time to consider a radical and fundamental change.

The Foreign Office alone of all Government Departments has so far escaped the reorganisation of the civil offices effected since the war, and has consistently shown British merchants and bankers in Asia its total and complete disregard for actualities, preferring rather to pin its faith to the activities of the social lights it sends to Peking. Thanking you—

Yours faithfully,

(Continued on next Column).

LOCAL SPORT.

ROYAL HONGKONG GOLF CLUB. COMPETITIONS AT FANLING.

CAPTAIN'S CUP (1925).—Final tie played at Fanling on Saturday, January 16th: J. M. Walker (8) beat A. H. Ferguson (4) by one up.

GOVERNOR'S SHIELD.—B. & S. (Ireland and Ironside) beat Naval Yard (Gillingham and Hearn) by 2 and 1, and so qualify to meet A.P.C. (Pendered and Butterfield) in the final tie which will be played about 12.45 p.m. on January 31st.

JUNIOR CHAMPIONSHIP.—Open to members with handicaps 10 or over.

The following have qualified for match play stages:—

J. W. Franks	98
J. Hooper	93
T. C. Monaghan	93
J. Smith	91
W. J. Clerk	91
G. B. Layton	92
A. D. Humphreys	94
A. W. Shovelton	94
A. O. Brown	95
A. K. Henderson	95
J. S. Forsyth	96
A. Sommerfelt	96
T. Ramsay	96
D. J. Valentine	97
T. S. Whyte-Smith	98

D. M. Goodall, S. M. Mayes and Lieut. Comdr. C. Hake (100), play off for 16th place.

LADIES' SECTION.

THE RAILWAY CUP.—The final of the Railway Cup was played on Thursday last, the winner being Mrs. D. J. Lewis, who beat Mrs. K. S. Morrison by 2 and 1.

GOLF FIXTURES.

February 9th.—Subscribers' Cup.
February 14th, 20th, 21st and 22nd.—Horsell Cup.

INTERPORT GOLF.

SHANGHAI'S GOOD INTERPORT PROSPECTS.

The big interest in golf at the moment, says the sports writer in the *Shanghai Daily News*, is the coming interport match at Hongkong, and it is satisfactory to know that the Shanghai Golf Club will be represented by a first-class combination. The conditions of the match are that singles shall be played on the opening day—36 holes—and on the second there will be two rounds of four-ball matches. The team to represent Shanghai is as follows:—M. W. Budd, J. B. Ferrier, A. R. Blinks, H. R. Malcolm, L. Parbury and K. M. Cumming. They are leaving Shanghai about February 10th and the match will probably take place on the 13th and 16th, although no definite news has been received on the point.

Manila is at the same time sending a team to Hongkong, and it is anticipated that on the day following the Hongkong game there will be a match against the latter. Probably time will not permit of the same programme being carried out by Shanghai against Manila as in the case with Hongkong, and so it will be likely confined to singles in the morning and four-balls in the afternoon.

EXPERIENCED PLAYERS. The Shanghai team is one which we are very fortunate in having. Four or five members have already played in competition over Fanling, and that is a very great asset. Moreover, one of them, Cumming, knows the course intimately. This is a very useful advantage on such a course, for the unwary player at Fanling may find himself in the most appalling trouble—more so than on any of the courses at Shanghai. Blinks and Parbury are, we believe, the two members of the team who have not yet played there, but they have had so much experience on different courses, that the couple of days practice before the actual competition should prove all that is necessary for them.

As to the strength of Hongkong this year, no special news has been received, but one at least of their best players is not on hand just now. This is "Jock" Stewart, who has held the championship there. He has been on Home leave, and is probably now on his way back. It is understood, however, that he is not returning to Hongkong, but will in future be stationed in Shanghai. A first-class player, his presence should add to the interest of the game here.

suiter Service; and the pity of it is that our present Diplomatic Service cannot by reason of its superiority and seniority mix with or receive knowledge or advice from that hard-working body of men.

To Hongkong especially, the matter ought to be worth all consideration, because whilst it is controlled by a Sister Service, yet its well-being is almost entirely dependent upon the administration of the Foreign Office services in China, and when these can make such a hopeless mess of ordinary diplomatic negotiations, as they have this past summer, without being checked or supervised in any way by the senior colony, it is time and more than time to consider a radical and fundamental change.

The Foreign Office alone of all Government Departments has so far escaped the reorganisation of the civil offices effected since the war, and has consistently shown British merchants and bankers in Asia its total and complete disregard for actualities, preferring rather to pin its faith to the activities of the social lights it sends to Peking. Thanking you—

Yours faithfully,

(Continued on next Column).

FAIRPLAY.

Peking, January 5th, 1925.

A LOCAL FOOTBALL DISPUTE.

[FROM OUR CHINESE CORRESPONDENT.]

The suspension by the Council of the Hongkong Football Association of the South China Athletic Club on January 14th for refusal to obey the notice of the League management committee to appear at the Hongkong Club ground to play with the Police on January 9th has been a topic of general discussion among the younger element of the Chinese community the last few days. The South China Athletic Club is the major Chinese sports organisation in Hongkong and has for many years past provided a football contingent at all Far Eastern Olympic Games held in China, Japan, or the Philippines.

The Chinese view the matter is this wise: The South China Club was asked at first to play a charity game which its representative agreed to play on any available ground; but when later informed that the game would be a regular League game, the South China representative insisted that it should be played on the Club's own field at Sookunpo, as it was to be a home game. The Chinese siding with the South China Club could not see why it should not be accorded this privilege of making a choice of ground, as this had usually been accorded to all home teams. The South China football team turned out at Sookunpo and not on the Hongkong Club ground as the League secretary had directed.

The Council of the Hongkong Football Association, it is understood, held that the South China Club should have turned out at the time and on the ground advised by the League secretary. Therefore, the action of the League in awarding the two points to the Police, finding South China five dollars, and suspending the Club until such a time as it makes a suitable apology for its recent conduct, was upheld by the Council of the Association.

YACHTING.

LADIES' CHAMPIONSHIP AT THE R.H.K.Y.C.

Another day's racing in the Ladies' Championship took place yesterday under the auspices of the Royal Hongkong Yacht Club.

The course was from the Club to Quarry Bay, Lyemun, Kowloon Rock and back to the Club, a distance of 6.3 miles. The wind was force three, but was fluky between Lyemun and Kowloon Rock. It was quite a good race. The *Diana* won easily in the Handicap Class, *La Linda* finishing second, but she failed to save her time on *Colleen*.

Bluenose won in the Heyward Hays and Gaels Class, closely followed by *Sealark* and *Why Wonder*. *Bluenose* leads in the Championship with *Sealark* and *Why Wonder* close on her heels. In the Handicaps *Diana* now leads by one point from *Colleen*.

Details of yesterday's racing were as follows:—

HANDICAPS.			
Place.	H'cap.	Finish- ing Time.	Correct- ed Time.
<i>Diana</i> , 1st	0.31	4:12.01	4:11.30
<i>Colleen</i> , 2nd	4.45	4:15.32	4:13.48
<i>La Linda</i> , 3rd	3.40	4:17.42	4:14.01
<i>Falcon</i>	4.43	4:20.40	4:15.56
HEYWARD HAYS AND GAELS:			
<i>Bluenose</i> , 1st	1.34	4:27.25	4:25.31
<i>Sealark</i> , 2nd	1.34	4:28.15	4:26.40
<i>Why Wonder</i> , 3rd	1.34	4:28.58	4:27.23
<i>Gael</i>	2.37	4:31.23	4:28.45
<i>Admiral</i>	1.34	4:31.51	4:29.16
<i>Thecla</i>	4.43	4:33.15	4:28.31
<i>Jana</i>	2.03	4:34.24	4:32.18
<i>Pierrette</i>	3.09	4:34.27	4:31.18

GIRL GAGGED.

TWO MEN CHARGED WITH ROBBERY.

Two men appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, on a charge of armed robbery at a house in Temple Street on January 14th.

The Police story, as outlined by Inspector W. Pincott, was that the men went to the house when the only person in the place was a 16-year-old servant girl. They told the girl that her master had invited them to sit down in the house, and she admitted them. Suddenly they produced rope, wire and gags and bound her. They then began to rifle the house. The girl managed to work loose her gag, and she ran to the window and gave the alarm by shouting "Save Life." The men immediately bolted but were caught in the street by Chinese Police officers.

The first prisoner said the knife which was found in the street, where it had been thrown away, belonged to the second defendant. This, the second man, admitted to be true. He admitted stealing money from the house, because of his poverty.

Evidence was given by the policeman who effected the arrests, the 18-year-old girl, and Inspector Pincott, and defendants were committed for trial.

WEATHER REPORT.

The Royal Observatory issued the following report at 8.45 p.m. yesterday: The anti-cyclone to the North of Vladivostok has strengthened. The depression over South-West China has deepened. A moderate monsoon may be expected along the South-East Coast of China and over the Northern China Sea. Forecast: East winds, moderate; fair.

INCIDENT AT SWATOW.

THE JAPANESE CONSUL'S REPLY TO THE DEMANDS.

[FROM OUR SWATOW CORRESPONDENT.]

In connection with the recent affray between members of the crew of the Japanese steamer *Kenkon Maru* and some sampan men at Swatow, when it is said that a sampan man named Tay Chao was thrown overboard and is believed to have been drowned, the Swatow newspapers contain the following accounts of the action taken:—

In his report to the Ministry of Foreign Affairs, the Commissioner for Foreign Affairs in Swatow stated that he had ordered the detention of the *Kenkon Maru*, and that he had also written to the Japanese Consul in Swatow making the following demands: 1.—That the Japanese Government shall arrest the criminals involved in the case, and punish them according to law and without mercy.

2.—That the punishment of the criminals shall be carried out in Swatow, and that during their trial Chinese Government authorities shall be invited to be present as observers.

3.—That the Japanese Government shall apologise to the Nationalist Government and the general public in Swatow.

4.—That the Japanese Government shall pay the medical expenses incurred by the wounded and shall give a generous solatium to the survivors of Tay Chao if Tay Chao is proved to have died in connection with the incident.

5.—That the Japanese Government shall guarantee to the Chinese Government that hereafter Japanese residents in Swatow shall never resort to violence; that the Japanese Consul shall wire to his Government to withdraw troops from Manchuria; that Japanese employers shall observe the terms for the settlement of the recent strike against them, and that a reply shall be given the Bureau for Foreign Affairs in regard to these demands within twenty-four hours.

THE CONSUL'S REPLY.

The reply from the Japanese Consul, received by the Commissioner of Foreign Affairs within the time limit given, according to the Commissioner's report to the Canton Ministry contained the following points:—

1.—This Consulate hereby declares that the offenders involved in the case referred to have been put under arrest and that they shall be dealt with according to law.

2.—At the hearing of the case the Chinese Government authorities and the people shall not be barred from being present as observers. This is the usual legal practice.

3.—Apology was offered to the Chinese Bureau for Foreign Affairs by the Officer in charge of this Consulate during his call at the Bureau the previous day, and similar expression of regret is again given in this communication.

4.—The Captain and Owners of the *Kenkon Maru* shall make adequate compensation for damage done and medical expenses incurred by the injured, and if the cause of Tay Chao's death is proved beyond doubt, generous compensation shall be made to the survivors of the deceased.

5.—This Consulate undertakes to see to it that there shall be no acts of violence from other Japanese ships entering Swatow hereafter, there being no need of assurance against similar acts by the residents on land who have never behaved violently.

In regard to withdrawal of Japanese troops from the Eastern Provinces in China, the Japanese Consul claimed that his Government had already decided to enforce it immediately.

With reference to the clause included in the demands that provides that the Japanese Consul should instruct the Japanese employers to observe the terms they have agreed to for settlement of the recent strike against them, the Japanese Consul stated that the Japanese employers had been told long ago to observe them, and that he would like to hear that the Chinese workers are told to do so also.

In concluding his report to the Ministry, the Commissioner of Foreign Affairs said that practically all of the demands made by the Bureau of Foreign Affairs had been accepted by the Japanese Consul, and that he would render his final report on the case as soon as full settlement had been reached.

A VISIT TO A HOSPITAL.

Accompanied by representatives of the Bureau of Public Safety and the Bureau of Foreign Affairs, the Japanese Consul visited Tay Ah Teng, the wounded sampan man, in the Mission Hospital. The newspaper report says the victim was groaning when the Japanese Consul arrived. While the wounds in his eyes, ears, and shoulders were no longer in a swollen state, the wounds and cuts in his head were still causing him pain and the doctor was afraid that the cuts on the head might have injured the brain and that the wounded man might become insane to a certain extent.

There is a further report that at a meeting of the Executive Committee of the People's League of Diplomatic Support it was resolved to bring up for adoption at the Representatives Conference the suggestion that the punishment to be meted out for the crime committed by Japanese aboard the *Kenkon Maru* should be death, and that the compensation for the life of the sampan man Tay Chao should be \$10,000.

The death sentence for the crime in question, the newspaper report says, might be reduced to definite imprisonment of the 1st Degree, if the Japanese Consul shall beg for alleviation in the punishment.

LAWLESSNESS IN SWATOW. LABOUR UNIONS IN CONFLICT WITH POLICE.

[FROM OUR OWN CORRESPONDENT.]

The Labour Unions have come into conflict with the Police and after a few skirmishes and a pitched battle the Police went on strike. They have been persuaded to resume work for five days, pending a discussion of the merits of both Police and Labour cases. It is apparent to any unbiased observer that the Police have more right on their side than the Labour people. The City Kuomintang is backing up the Labour Unions so it is more than likely that the whole Police Force will go off duty in a day or so.

Yesterday there was more fighting and smashing, this time between the emigrant hongs and the Seamen's Union. The latter got distinctly the worst of it, and their headquarters were smashed to bits.

"FEARFUL BARBARITIES."

The state of the City is pretty foul. Scores of the local gentry and wealthy people are in gaol because they will not submit to extortions. Fearful barbarities have been practised on several unfortunate adherents of Hsu Chung Chi whom the local officials accused of spying in Swatow. The ordinary people are slowly being driven desperate by the squeezing. The whole place is in a ferment and anything might happen. Further rioting within the next few days seems certain.

CUSTOMS SURPLUS DEMANDED.

The Commissioner of Customs has received an official request from the local authorities to hand over to the local Government the Swatow Customs Surplus. If this request is not agreed to and complied with by Peking they threaten to take over the Native Customs, now under the control of the Maritime Customs.

TERMS FOR SETTLEMENT.

(One of the vernacular newspapers says that the following revised terms, approved by the Canton Strike Committee, for a settlement of the strike at Swatow against British subjects have been received:

1.—Employees of all British official or private institutions shall be re-instated and shall not be rejected or discharged under any pretext whatsoever.

2.—Full salaries shall be paid to the employees for the entire period of the strike, this to apply to piece-workers as well as those paid by the month.

3.—There shall be no resumption of work until full payment of salaries due for the period of the strike has been handed over to the Strike Committee for distribution among the strikers.

4.—After the Strike has been lifted, no official or private institutions shall discharge any employees without the approval of the employees' unions. New employees needed by these institutions shall be those recommended by the labour unions only.

5.—Working hours in all factories, godowns, workshops, etc., shall be eight hours per day. Improvements shall be introduced in the treatment of women and child labourers.

6.—Employees who have not participated in the Strike shall be dismissed on the resumption of work by the strikers; they may be retained only in cases in which there are new posts for them to fill after complete re-instatement of the strikers.

7.—Any British official or private institutions that does not contemplate resuming business at once on the lifting of the strike or that intends doing business of a different kind on a new name shall re-instate their former employees on the resumption of operations. These particular institutions shall make payment for the employees for the period of the strike in the same manner as the other institutions shall do. (This is to apply to British who have left port also).

8.—Employees in the service of the General Accounting Departments of British business establishments shall be given their usual pay from the British employers plus such other allowances as they used to receive from their Accounting Departments, for the entire period of the Strike.

THE BOYCOTT.

[FROM OUR CHINESE CORRESPONDENT.]

To further tighten the boycott, the Strike Committee is sending out 400 more pickets from Canton City to Shun-chun, Ching-shan, and other points adjacent to Macao and Hongkong.

The reason given by some for this action on the part of the Strike Committee is that they want to force an active issue, so that some settlement must be made in the very near future.

The Canton Strike Committee, replying to charges of extortion and corrupt practice on the part of its pickets at several stations, has informed the Canton Government that some of the pickets are self-appointed, without sanction from the central authorities, and has advised that these culprits, when arrested and found guilty, should be punished twice as severely as ordinary offenders.

According to the Canton Strike Committee, there are now more than 4,000 strike pickets on duty in Canton and vicinity.

CANTON'S JUDICIARY. DEPARTMENT OF JUSTICE TO BE REORGANISED.

[FROM OUR CHINESE CORRESPONDENT.]

The Department of Justice in the Kuomintang Government in Canton, which was formerly in charge of a single director or minister, is now to be replaced by a commissary of five. The Commissary of Justice, as gazetted, consists of Mr. George Hsu Chien, a former Minister of Justice in Peking and Canton; Dr. Wu Chao-chu, LL.B., London University, and Chairman of the Canton Municipal Council; Mr. Lin Hsiang, former Director of Justice in Canton; Dr. Chien Shih Fan, J.D., University of Chicago, and a former Commissary of Home Affairs in Canton; and Mr. Loo Hing Yuan, A.M., LL.B., Oxford, and Attorney-General of the Kuomintang Government.

Mr. Hsu has been appointed Chairman or Chief Commissary, and until the return of Mr. Hsu from Peking, where he is on a diplomatic mission, Dr. Wu will act as Chief Commissary.

The functions of this Commissary are to supervise the administration of justice and prisons and recommend suitable candidates to the Government for appointments to the judiciary. The administration of justice, however, is in the hands of a system of courts with a Supreme Court in Canton for all provinces in South China, a high court of justice for each province, and a number of district courts throughout the provinces. There is an attorney-general, and a number of high court and district court procurators assisting the Government when prosecuting in criminal cases.

In Canton there is a special criminal court and a police court outside the regular judicial system.

Of the five commissars of justice newly appointed, three are returned students. Dr. Chien has a lucrative practice in Canton, and Mr. Loo has an office in Shanghai as well as in Hongkong. Dr. Wu, son of the late Dr. Wu Ting-fang, like Mr. Loo, is also a barrister-at-law. Both Mr. Hsu and Mr. Lin have studied in Chinese and Japanese law schools.

TROUBLE AT CANTON CHRISTIAN COLLEGE. THREATENED STRIKE OF WORKMEN.

There appears to be trouble now at the Canton Christian College over the discharge of a large number of workmen employed at the College. A mass meeting of workmen was held to discuss the matter. Dr. Henry, the Principal of the College, and some of his Chinese associates on learning of the meeting went to it, and for half an hour they were occupied in answering questions and making explanatory statements.

In correcting a report published at Canton Dr. Henry wrote: "I gave assurance that the cause of misunderstanding, the dropping of these particular workmen, at this particular time, would be removed, and stated what was quite true, my full sympathy with the workmen, and arranged for a conference the next morning with delegates of the meeting, in order to come to a complete understanding. So far as I am aware the meeting continued after I left, and other meetings have been held since, as they were before, without any thought upon the part of the College authorities of interfering."

"I regret extremely that there seems in certain quarters a determined effort to put forth erroneous reports about Ling Naam and what its attitude is. I regret this particularly as we are doing everything that we can to co-operate with the present Government, and to promote so far as lies in our power the welfare of China. We welcome the fullest investigation of any and all of our activities. It is a well-known fact that Ling Naam is each year becoming more and more of a Chinese controlled institution, with the expectation that at the earliest possible date it shall become entirely so. It is interesting to note in this connection that the Trustees are seeking to have the charter amended so as to change the official name of the College to that of 'Ling Naam University.'"

FILING OF SHARE ALLOTMENTS. EXTENSION OF TIME GRANTED IN THREE CASES.

At the Supreme Court yesterday, before Sir Henry Gollan, the Chief Justice, there were three applications made for extension of time for the filing of share allotments. In each case an extension for one week was asked for.

Mr. H. J. Sheldon, applying on behalf of the Chinese Foreign Knitting Co., said that a previous return of allotments were erroneous, and arose through mistranslation of accounts.

Mr. T. Addis, applying for the Sui Wo Co., Ltd., said that the allotments had not been filed owing to inadvertence.

On behalf of the Yan Yee Tung and Lighter Co., Mr. Somerset Fitzroy appeared, and made a similar application. Extension of time of one week was granted in each case.

CRIMINAL SESSIONS.

[BEFORE MR. JUSTICE WOOD,
PRISON JUDGE.]

FIVE YEARS AND THE CAT.

The Criminal Sessions for January opened yesterday before Mr. Justice Wood, the Prison Judge.

It will be recalled that the December Sessions, which had included the murder trial and the Atherley trial, concluded on Saturday last. There were very few cases for hearing for the present Sessions, and they were all taken by Mr. Justice Wood.

A Chinese was charged on two counts, (1) with having on December 17th, assaulted a Chinese woman with intent to rob, and (2) with common assault on the same woman on the same day.

Prisoner pleaded not guilty.

Mr. T. S. Whyte-Smith, Assistant Crown Solicitor, outlining the case for the Crown, said that a Chinese woman and her daughter occupied the top floor of 32, Eastern Street, between Bonham Road and Connaught Road, almost opposite No. 7 Police Station. At 2 p.m. on December 17th the daughter went to the door in response to a knock and before opening it asked who was there. A voice replied "Chickens for sale, very cheap." She thereupon opened the door and the man walked into the sitting room. He had two fowls in his hand. The man had called on a previous occasion at the house, and had sold chickens there. A few minutes later, there was another knock at the door, and the man said that it was his *foh*. As soon as the girl opened the door, the newcomer grasped her by the throat, whilst the man in the sitting room caught hold of the woman. Both men produced knives. The woman had her hand and forearm slightly cut in the struggle. Meanwhile the girl managed to free herself, and blew a police whistle, whereupon the men fled. Two knives and two gags were found on the floor, and in his fright the man had also left the chickens there. One man, the accused, was later arrested, and on an identification parade he was picked out by the woman and her daughter.

Concluding, Mr. Whyte-Smith said that he did not press for a verdict on both counts, but asked the jury to decide on the count which was better proved. The woman and her daughter gave evidence, and accused was found guilty. He was sentenced to five years' hard labour, and twelve strokes of the cat.

THE "PO ON" PIRACY.

CHINESE SENTENCED TO LIFE IMPRISONMENT.

Tse Po Kwong, was arraigned on four counts: 1, kidnapping; 2, assault; 3, possession of arms; and, 4, piracy.

Accused pleaded not guilty to all charges.

THE PIRATES.

Mr. T. S. Whyte-Smith outlining the case for the Crown, said that on July 9th, the steam launch *Po On* left Hongkong at about 5 a.m. for Lik Shui on the northern shore of Deep Bay in Chinese territory but the whole of Deep Bay itself was in the waters of the Colony. The launch stopped at a place called Wan Ha and two passengers went on board. Arriving at Lik Shui, the boat was not anchored, but the engines were stopped. A boat came from the shore with about 12 people in it, ostensibly passengers. As soon as they came on board about eight of them produced revolvers and made for the bridge. They then forced the passengers down to the forehold of the launch at the point of the revolver.

They would hear that one of these men was the accused. A witness would state that he was one of the men who had forced him down the forehold. The passengers were made captive, and a guard was placed over the hatchway of the forehold. The launch then turned back to Wan Ha and more armed men came on board. The *Po On* then proceeded up the Chinese Coast. When about opposite Che Chang, which was in Chinese territory, a mile from shore, the captives were brought up from the forehold and searched one by one, and all their property stolen. About 28 of the passengers were then taken ashore. They were kept in a temple for the night, and next morning were taken inland and held to ransom, some of them for three months. The captives were badly treated until they were eventually ransomed by their relatives. The accused seemed to have taken a prominent part in the piracy.

MAN'S EAR CUT OFF.

Continuing, the Assistant Crown Solicitor said that one witness would say that he was ordered to shave off his moustache, and that his nephew had his ear cut off with a razor. The moustache and ear were put into an envelope and sent to the families of the man, commanding them to pay ransom. The man who lost his ear would state in the witness-box that his ear was cut off by a one-eyed man, on the instructions of accused.

THE ARREST.

In conclusion, Mr. Whyte-Smith said that the accused was arrested at the instigation of Chau Sik, an oiler on the s.s. *Sui Lu*, who had been one of the captives. Accused was one of the steerage passengers on the vessel from Macao to Hongkong on December 18th. Chau Sik immediately informed the police on duty at the wharf, and accused was arrested.

PASSENGER'S STORY.

Chau Sik, in evidence, stated that he and his wife were on board the *Po On* when she was pirated on July 9th, and they were robbed and held to ransom for three months. He recognised the accused as one of the men of the pirate gang.

Chau Sik's wife said that she was going back to her native village at Sai Young, when the *Po On* was pirated at Lik Shui. The passengers were forced down to the hold, and a day later they were paraded on deck when the pirates searched them individually, and afterwards took them ashore. She, personally, had all her jewellery stolen. Continuing, she said that the temple was vacated after one night and they spent ten days in the open. On July 21st, the pirates expected an attack from the Volunteers, and they moved away, driving the captives amongst them. They wandered on from hill to hill, until they became foot-sore and weary. Those who could not keep on walking were made to do so by beatings. She, personally, was kept captive for four months, and she only got away when her mother-in-law sent \$160 as ransom.

She had actually seen one of the men's ears cut off, and the razor had been produced by the accused. She had picked prisoner out on an identification parade. Asked why she was so certain of the man, she said that he had mounted guard over her and the other captives for over four months.

Asked if he had any questions to put to witness, accused said "She only wants me to die; I am falsely accused."

EAR AND MOUSTACHE BY POST.

Cheng King Chai, a collector of accounts, of the Yew Fan Steamship Co., was another passenger on the *Po On* on July 9th. He gave corroborative evidence, and said that 15 men and 13 women were taken captive. When they reached the pirates' den, he and his fellow passengers were imprisoned in a house, and their feet were chained. Each captive was asked the amount of ransom he could raise, and he and his nephew gave very low figures. "That man there," continued witness, pointing to prisoner in the dock, "produced a razor, and ordered me to shave off my moustache. He did that to insult me; to make a fool of me, because I had stated a low figure for ransom. They then cut off my nephew's ear, prisoner ordering a one-eyed man to do so. He then told me to wrap the ear and moustache in an envelope, and informed me that it was going to be sent to my home. 'I was eventually ransomed for \$800 paid by my family and my fellow-villagers.'"

WITNESS WITH ONE EAR.

Chang Sung, the nephew of the last witness, who had only one ear, next gave evidence. He corroborated his uncle's story and said that his ear was cut off on October 11th. He, too, was freed only when a ransom had been paid. He identified prisoner.

Another witness, who was one of the captives, said that the pirates fixed him ransom at \$500, and also ordered that a further \$50 should be added to buy opium. This witness also identified prisoner.

Another witness, who had escaped, recognised prisoner.

A Chinese sergeant gave evidence of arrest following upon information received from Chau Sik. Prisoner, he said, did not resist in any way when he was apprehended.

Sub-Inspector Andrews said he received custody of prisoner, the day after his arrest, and the identification parade was held a day later.

His Lordship remarked that the identification parade should have been held immediately.

PRISONER'S STATEMENTS.

A Chinese interpreter, in evidence, said that when prisoner was charged with robbery he said that he did not rob anybody, but that the robbers had forced him to go with them in his oyster boat. In reply to the charge of kidnapping, he said that other persons forced him to do so. In regard to the possession of arms, he said that he had no gun that day. At the Magistrate's he said that he had nothing to do with the matter, and had been falsely accused.

CHAU SIK COMPLIMENTED.

The jury, after an absence of 50 minutes, found prisoner guilty on all counts. The foreman stated that it was the wish of the jury, that Chau Sik, the first witness, be complimented on his meritorious act in informing the police. The jury also desired to add a rider to this effect that "More circumspection" should have been taken when a person was arraigned on such serious charges. For that reason the identification evidence was considerably discounted.

THE SENTENCE.

His Lordship in passing sentence, said that all the sentences would run consecutively. On the first charge sentence of 7 years' hard labour (robbery); on the second (assault and robbery) 7 years' hard labour and 20 strokes of the cat; on the third (possession of arms) 5 years' hard labour; and on the fourth charge (piracy) imprisonment with hard labour for life.

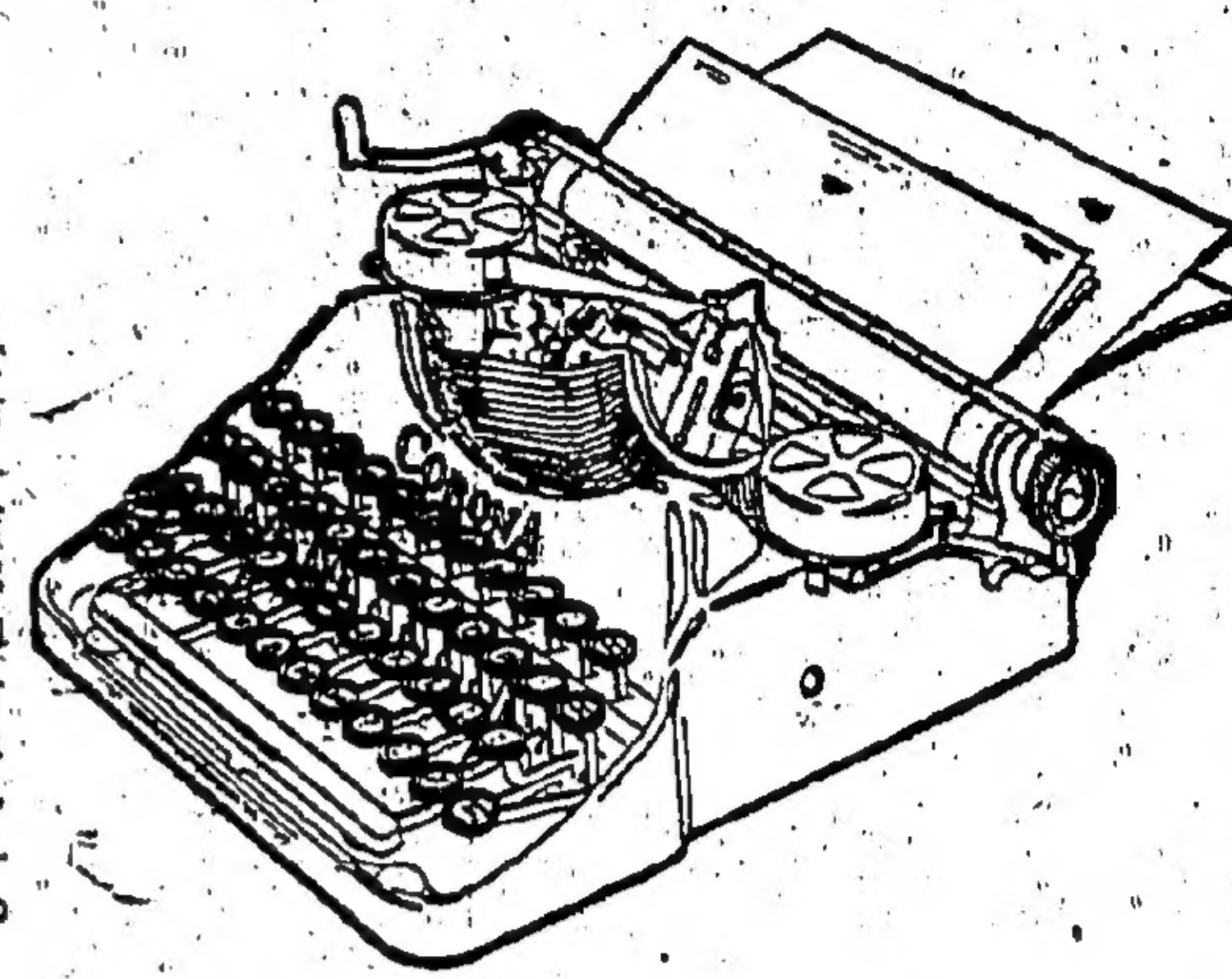
CORONA

The Pioneer Portable

Still Leads the Way.

CORONA
FOUR.

THIS LATEST
CORONA IS AN
OFFICE TYPE-
WRITER IN
PORTABLE
FORM—with full
size standard key-
board, 12 yard
Automatic ribbon,
10 inches Carri-
age and perfect
Visibility.



SOLE AGENTS—

LANE, CRAWFORD, LTD.

Phone 4567

VALUABLE COUPONS

WILL BE GIVEN AWAY

BY

WING ON CO., LTD.

DURING THE

SALE

From Jan. 9th to Jan. 28th.

COLUMBIA NEW-PROCESS RECORDS

"FOUR INDIAN LOVE LYRICS."

1664—THE TEMPLE BELLS Coyle Baritone
LESS THAN THE DUST " "
1665—THE KASHMIRI SONG " "
TILL I AWAKE " "

AT

ANDERSON'S.

(18)

W.M. POWELL, LTD.

TAILORING

AND

GENT'S OUTFITTING DEPTS.

REMOVED TO OUR

MAIN STORE

IN

DES VOEUX ROAD.

BUSINESS AS USUAL.

NEW ADVERTISEMENTS

SANITARY DEPARTMENT.

NOTICE IS HEREBY GIVEN that as Two Cases of Rabies have recently been reported in the Colony, I am Not until further notice prepared to give permits (in accordance with Government Notification No. 285 of 24th October 1924) for Dogs to Cross the Harbour unless I am satisfied of urgent necessity in each case.

M. J. REIDY,
Colonial Veterinary Surgeon.
Hongkong, 13th January, 1926. [3036]

THE EAST ASIATIC CO., LTD.
OF COPENHAGEN.

THE Steamship "KIN-A"
having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th of January, 1926, 4 p.m., will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson and Ashe on the 25th of January, 1926, at 10 a.m.

All Claims against the Vessel must be presented to the Undersigned before the 25th of January, 1926, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.
Hongkong, January 18th, 1926. [3070]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "PEMBROKE"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 23rd January, 1926, at Noon, will be subject to Rent.
All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 22nd January, 1926, at 10 a.m. Claims against the Steamship including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 18th January, 1926. [3081]

THE BEN LINE STEAMERS.
LIMITED.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

The Steamship "BENAYON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to Rent.

All Claims against the Steamship must be presented to the Undersigned on or before the 2nd February, 1926, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 12th January, 1926. [3066]

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG,
COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED
FOR EGYPT, MEDITERRANEAN
AND CONTINENTAL PORTS
& LONDON.

THE Steamship

"LAHORE"

carrying His Majesty's Mails, will be despatched from this Port at 4 p.m. on THURSDAY, the 21st JANUARY, 1926, taking Cargo for the above Ports.

Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamship proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.
Parcels will be received at this Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 15th January, 1926. [3074]

COKE.

TENDERS are invited for the Purchase of 500 Tons of GAS COKE, Half ex Works West Point and Half ex Works Kowloon. Tenders should be submitted on or before 20th JANUARY, 1926, addressed to the MANAGER. The Company do not bind themselves to accept the Highest or any Tender.

HONGKONG & CHINA GAS CO., LTD.
[3077]

INTIMATIONS

HONGKONG JOCKEY CLUB.

ENTRIES for the Forthcoming RACES CLOSE ON SATURDAY, JANUARY 23rd, 1926, at 3 p.m., and must be sent to the SECRETARY, c/o LINTHARD & DAVIS, Alexandra Buildings on or before this Date.

Entry Forms are Now Ready and can be had at the JOCKEY CLUB STABLES, Race Course, HONGKONG CLUB or LINTHARD & DAVIS. [3042]

HONGKONG JOCKEY CLUB.

3rd DAY, 7th RACE, 3rd MARCH, 1926.

THE UNITED SERVICES CLUB.

NOTICE IS HEREBY GIVEN that the Conditions for this Race have been altered and should read as under—
CONSIGNMENTS.—A Cup will be presented to the Winner with \$400 added. Second, \$250 Third, \$150. For China Ponies the horse side property of, and to be ridden by, Officers of H.M.'s Regular Forces. "Polo Ponies" leased by Officers will, for the purpose of this Race, be considered as the bona fide property of such Officers. CATCH WEIGHTS at 160 lbs. Entrance Fee \$5. Once Round (about 7 Furlongs and 55 yards). [3054]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, 27th JANUARY, 1926, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1925.

The REGISTER of SHARES of the Company will be CLOSED FROM FRIDAY, 15th JANUARY, to WEDNESDAY, 27th JANUARY, both days inclusive, during which Period No Transfer of Shares can be registered. By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hongkong, 7th January, 1926. [3056]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 29th JANUARY, 1926, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1925.

The REGISTER of SHARES of the Company will be CLOSED FROM WEDNESDAY, the 20th JANUARY, 1926, to THURSDAY, the 28th JANUARY, 1926, both days inclusive. By Order of the Board of Directors,
F. H. CRAPPELL,
Acting Secretary.
Hongkong, 16th January, 1926. [3078]

G. B.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the G.O.C. R.A.S.C., Headquarters, Victoria Barracks, Hongkong, until 12 o'clock Noon on the Dates stated, for the undermentioned Services for a Period of 12 Months from the 1st APRIL, 1926:—

Fuel	...	15th Feb., 1926.
Indian Supplies	...	8th
General Supplies 'A'	...	9th
General Supplies 'B'	...	9th
Meat, Fresh or Frozen,	...	
and Live Goats	...	11th
Forage	...	11th
Barrel Services	...	12th
Transport Services	...	18th
Hospital Supplies	...	19th

Tender Forms and any Necessary Information may be obtained at the above Office between the Hours of 10 a.m. and 1 p.m. Daily, except Sundays.

DERRINGTON.

HIGH CLASS PRIVATE HOTEL.

2, PEAK ROAD. TEL. CENTRAL 4464.
[3033]

TWO LET—Self Contained Flat in Armand Buildings, Kowloon, Four Large Rooms, Kitchen, Servants' Quarters, etc., Furniture and Fittings may be Taken Over if Required. Apply—Post Office Box 809, Hongkong. [3082]

TO LET.

ON or About MARCH 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRENCH BUILDING" at "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHARTERED BANK and MESSAGERIES MARITIMES). Apply to—
BANQUE DE L'INDOCHINE,
Chater Road. [3607]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement). Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
2033

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR. Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD.
[3173]

INTIMATIONS

CHEFOO HARBOUR IMPROVEMENT COMMISSION.

TENDERS INVITED FOR SUPPLYING RAILWAY RAILS, ETC.

THE CHEFOO HARBOUR IMPROVEMENT COMMISSION invites TENDERS FOR SUPPLYING RAILWAY MATERIALS consisting of 60lb. Rails for Tracks to a Total Length of about 3,500 Feet together with the Necessary Joints and Fastenings and also 15 Switches and Frogs. Drawing and Specifications can be obtained on Application to the COMMISSION'S MAIN ENGINEER. Sealed Tenders accompanied by Drawings and Detail Specifications and endorsed "TENDER FOR RAILS" must be delivered to the TREASURER, CHEFOO HARBOUR IMPROVEMENT COMMISSION, CHEFOO, Not Later Than the 6th of MARCH, 1926.

The Harbour Commission does not bind itself to accept the Lowest or any Tender.
R. C. L. D'ANJOV,
Treasurer.
CHEFOO HARBOUR IMPROVEMENT COMMISSION. [3084]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF VALUABLE HOUSEHOLD PROPERTIES

Situate at MONGKOKTSUI, Kowloon, in the Colony of Hongkong, and known and registered in the Land Office as—
Kowloon INLAND Lot No. 1613 (Area 1,689 Square Feet, Crown Rent: \$8) AND
Kowloon INLAND Lot No. 1615 (Area 1,689 Square Feet, Crown Rent: \$8) Together with Four Messuages thereon in RECLAMATION STREET, MONGKOKTSUI, aforesaid.

TO BE SOLD IN ONE LOT ON THURSDAY, THE 21st DAY OF JANUARY, 1926.

At 3 o'clock, P.M. AT THE CHINA AUCTION ROOMS, 4, Duddell Street, Victoria, Hongkong.

By Mr. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Conditions of Sale, Apply to—
Messrs. JOHNSON, STOKES & MASTERS,
Princes' Building, Hongkong, Solicitors for Mortgagee, OR TO
Mr. E. V. M. R. DE SOUSA, The Auctioneer.

Hongkong, 11th January, 1926. [3061]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF THE VALUABLE HOUSEHOLD PROPERTY

Situate at VICTORIA, HONGKONG, and known as MARINE LOT No. 345, together with No. 119, CONNAUGHT ROAD CENTRAL and No. 237, Des Voeux Road CENTRAL erected thereon. Area: 2,240 Square Feet, Crown Rent: \$42.00.

AND MARINE LOT No. 346, together with No. 120, CONNAUGHT ROAD CENTRAL and No. 239, Des Voeux Road CENTRAL erected thereon. Area: 2,228 Square Feet, Crown Rent: \$42.00.

TO BE SOLD IN TWO LOTS BY PUBLIC AUCTION ON TUESDAY, THE 26th DAY OF JANUARY, 1926, at 3 o'clock P.M.

At THE SALES ROOMS, Duddell Street, Victoria, Hongkong.

By Messrs. LAMMERT BROTHERS, Auctioneers.

For further Particulars and Conditions of Sale, Apply to—
Messrs. JOHNSON, STOKES & MASTERS,
Princes' Building, Hongkong. OR TO
Messrs. LAMMERT BROTHERS, The Auctioneers.

Hongkong, 12th January, 1926. [3069]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF THE VALUABLE HOUSEHOLD PROPERTY

Situate at VICTORIA, HONGKONG, and known as SECTION C. of the NORTHERN PORTION of the PRATA RECLAMATION to the REMAINING PORTION of MARINE LOT No. 69, together with No. 38, Des Voeux Road WEST and No. 71, CONNAUGHT ROAD WEST erected thereon. Area: 2,400 Square Feet. Crown Rent: \$44.71.

TO BE SOLD IN ONE LOT BY PUBLIC AUCTION ON TUESDAY, THE 26th DAY OF JANUARY, 1926, at 3 o'clock P.M.

At THE SALES ROOM, Duddell Street, Victoria, Hongkong.

By Messrs. LAMMERT BROTHERS, Auctioneers.

For further Particulars, and Conditions of Sale, Apply to—
Messrs. JOHNSON, STOKES & MASTERS,
Princes' Building, Hongkong. OR TO
Messrs. LAMMERT BROTHERS, The Auctioneers.

Hongkong, 12th January, 1926. [3070]

FOR RENT Unfurnished House, Hongkong Island, Splendid Position. One Bathing Hut, Central Position at Repulse Bay. Cost \$1,000. Offers wanted to Rent or Outright Sale. SMALL INVESTMENT. TEL. 4620

INTIMATION

WATSON'S AERATED WATERS

ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED

ABSOLUTELY PURE.

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

ESTABLISHED 1841

BIRTH.

EVANS.—At Shanghai, on January 14th, to Mr. and Mrs. R. L. EVANS, a daughter.

MARRIAGE.

CHRISTIE—WATT.—At Kinkiang, on January 12th. Mrs. HAZEL CORY WATT to Colonel JAS. CHRISTIE, O.B.E.

DEATHS.

ALGAR.—At Shanghai, on January 14th, RUTH MARION, aged 14 years, dearly beloved wife of A. E. ALGAR.
ENCARNACION.—At Shanghai, on January 13th, FRANCISCO XAVIER D'ENCARNACION, at the age of 26 years.
TIMBRELL.—At Shanghai, on January 14th, CLARENCE THOMAS TIMBRELL (Chief Engineer, s.s. Hain Chang, C.M.S.N. Co.), aged 32 years.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press

HONGKONG, JANUARY 19th, 1926.

PIRACY PREVENTION.

FOLLOWING upon the piracy of the China Navigation Co.'s steamer *Tungchow*, just before Christmas, Shanghai appears to have been more than ordinarily interested in the subject of measures for preventing piracy. The pirates who carried out the attack on the *Tungchow* boarded the vessel at Shanghai as ordinary passengers. Since then the French police authorities, at least seem to have been exercising greater vigilance over Chinese passengers, but the police authorities of the International Settlement would appear to regard this search work as of very doubtful value if we may judge from the following paragraph which we take from the Police Commissioner's report for the month of December:—

"This question of prevention of piracy such as that of the s.s. *Tungchow* is one of great difficulty. The searching of passengers before the steamer leaves port has been found to be a complete failure in Hongkong, and opinion is very divided as to the utility of the segregation of third class passengers and the installation of wireless."

We do not know what authority there is for the statement that the searching of passengers before a steamer leaves port has been found to be a complete failure in Hongkong. We are not aware that there has been any official confession to this effect; neither are we aware that since the searching commenced no evidence has been discovered by means of these searches that a piracy was intended. The fact that all Chinese passengers are liable to be searched here for arms is, however, widely known and possibly has a wholesome effect on would-be pirates. At all events, we do not know what justification there is for describing the searching of passengers at Hongkong as "a complete failure."

The *Tungchow* was not a steamer running out of Hongkong. Her passengers were taken on at Shanghai, and it would be surprising indeed if the police authorities in that port did not take the precautions which the *Tungchow* piracy plainly showed to be necessary. Two instances are given in the latest Shanghai papers of the activity of the French police authorities in this direction. In the one case they had information that a gang of robbers was mingling with the passengers on board the s.s. *Hsinchang* bound for Hongkong and they ordered a search to be made on the boat, though, according to the native Press, they were unable to discover anything of a suspicious nature. The second instance relates to a search made by the French police on the B. & S. steamer *Szechow* and the detention of fifteen Chinese from Haichow "who could not give a good account of themselves, and who might possibly be pirates." Cases of piracy like that on the *Tungchow* certainly provide ample excuse for these searches.

A notice of interest to owners of dogs in the Colony appears among to-day's advertisements.

Sir John Tilling, the newly appointed British Ambassador at Tokyo, left London on January 8th for Japan.

A Chinese was knocked down by a motor-lorry on the Praya East on Sunday morning, and had several of his ribs broken.

Mail from Europe via Siberia arrived yesterday and also mail from U.S.A., Canada, Japan and Shanghai by the s.s. *President Polk*.

A grass fire which occurred at Mount Davis just below the Battery on Saturday night, was effectually extinguished by the military.

One of the men who jumped from the verandah of 218, Canton Road, on the 11th inst. during a gambling raid, died on Sunday night.

As a sequel to an accident in Kowloon in which a Chinese was injured, Mr. Hamilton at the Kowloon Magistracy, imposed on a motor lorry driver a fine of \$50 for not having efficient brakes.

A new Chinese daily newspaper, the *Chung Hua Min Pao* (103, Jervois Street) will appear to-morrow morning, January 20th. This will make the sixth full-size Chinese daily in Hongkong.

A coolie matched, used as a store at Nam Cheung, Sham-shui-po, caught fire and was burned to the ground on Sunday. The prompt arrival of the Kowloon Fire Brigade enabled the fire to be confined to one matched.

An "observation party" of Overseas Chinese, numbering about 240, headed by a Mr. Fok, left Hongkong yesterday morning on the s.s. *Sai On* for Canton. The party intends to remain in Canton for a week in order to study conditions there.

Dr. John R. Mott, general secretary of the International Committee of the Y.M.C.A. in New York, who is now in Hongkong on visit, was the guest of the board of directors and secretaries of the Chinese Y.M.C.A. at dinner last evening at On Lok Yuen Restaurant.

A number of Chinese youths prosecuted before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, for various offences while riding bicycles in Nathan Road, Battery Street, Wuhu, and other streets in Kowloon, were ordered to pay fines ranging from \$5 to \$10, or in default, nine strokes with the birch.

At the Central Magistracy yesterday before Mr. R. E. Lindsell, Mr. E. S. C. Brooks, on behalf of the complainants in the case in which two Chinese tradesmen had been remanded on charges of obtaining a quantity of leather valued at \$1,000 from a shop, made an application for the withdrawal of the charges. It was intimated that an agreement for compensation had been effected, and the men were discharged.

A banishee was charged before Mr. Hamilton at the Kowloon Magistracy yesterday, with the larceny of a jacket and \$15, and also with returning to the Colony. Prisoner had been banished from Hongkong on four different occasions. On the first charge the defendant was sentenced to three months' imprisonment with hard labour, and on the second, to three months' imprisonment and 18 strokes of the birch.

A sampan woman appeared at the Central Magistracy yesterday on a charge of having opium in her possession. Mr. C. A. S. Russ, in applying for a remand, said he had not had an opportunity of seeing his client yet, and as regards bail he suggested \$1,000. Mr. Lindsell pointed out that this was less than the amount of the opium. If they could find \$19,000 they might let it go at that. Mr. Russ said he did not think his client could find that, and the woman was then remanded.

A Chinese who appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday charged with having *po-pai* lottery tickets in his possession, said he was carrying four tickets for another man. He did not know what was in the envelope he was carrying, but he was given 50 cents for carrying it. His Worship said he did not think such a sum would be given for such a trifling service unless defendant had full knowledge of the risk he ran. He would be fined \$50.

Although rather late, the Christmas party for children, under the auspices of the Royal Naval Dockyard Recreation Club, took place at Saturday in the sail loft of the Naval Yard. Most excellent provision was made for the amusement and entertainment of the youngsters. Father Christmas (personated by Mr. Budden) paid a visit and prizes were presented by Mrs. Stirling on the invitation of Father Christmas. The Band of H.M.S. *Hawkins* added to the pleasure of the gathering.

H.E. THE GOVERNOR.

INSPECTS POLICE HEADQUARTERS.

Recently H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), inspected the Victoria Gaol. Yesterday morning he paid an informal visit to Police Headquarters.

His Excellency was conducted over the premises and to the various departments by Mr. P. P. J. Wodehouse, C.I.E. (Captain-Superintendent of Police) and displayed much interest in the various details pointed out to him. His Excellency, who spent a hour and a half at Headquarters, also visited the new stores.

DR. J. F. MOTT.

WELL-KNOWN Y.M.C.A. OFFICIAL IN COLONY.

Dr. John R. Mott, General Secretary of the International Committee of the Y.M.C.A., arrived here from Shanghai by the s.s. *President Polk*, yesterday.

Dr. Mott is engaged on a world-tour in connection with Y.M.C.A. work and is visiting the principal branches of the organization.

He started from New York early in December and since then has visited branches of the Y.M.C.A. in Japan, Korea and China.

Yesterday he visited the European Y.M.C.A. at Kowloon and the Chinese Y.M.C.A. at Bridges Street. He expressed himself as pleased at the progress made since he last visited the Colony.

To-day he leaves in the *President Polk* for Manila and the Philippine Islands. He will spend some weeks in the Dutch East Indies and later visit Australia and New Zealand, before sailing for England.

ENTERTAINED TO DINNER.

Dr. Mott was entertained to dinner yesterday at the Hongkong Club by the Directors of the European Y.M.C.A., among whom were Sir Henry Pollock, K.C. (President of the European Y.M.C.A.) and the Hon. Mr. P. H. Holyoak (Vice-President).

FREE TRIP ROUND WORLD.

AMERICAN SALESWOMEN ARRIVE HERE.

Miss Irene Mitchell, of Chicago, and Miss Geraldine Dyson, of Illinois, American saleswomen who were winners in a contest, their prize being a round-the-world trip on a vessel of the Dollar Steamship Line, arrived in Hongkong yesterday morning, on the s.s. *President Polk*.

The young ladies spent a pleasant day in viewing the sights of Hongkong, and leave this morning on the *President Polk*, the vessel is to take them to Naples, from which point they will begin their tour of Europe.

PROPERTY SALE.

At Messrs. Lammert Bros. sale room yesterday afternoon, a leasehold property situated at No. 42, Bonham Road, was sold by order of the mortgagees. The bidding started at an upset price of \$15,000, and this was advanced by \$100 and \$1,000 bids to \$20,000, at which figure it was knocked down to Mr. Fung Wo In.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

HIGH FINANCE.

M. TROTZKY ON SOVIET'S FRENCH CREDITORS.

A CONCRETE SUGGESTION.

Moscow, January 18th.

In an article in the *Pravda*, M. Trotzky offers a concrete suggestion for satisfying French creditors and simultaneously securing credits in Paris.

M. Trotzky says that Russia is willing to pay high interest on loans. Hence, if the market value of the loan is 7 per cent., the French Government might demand 11 per cent. from Russia and give the remaining 4 per cent. to holders of Russian paper.

EXPLOSION IN BERLIN.

SEVEN KILLED AND MANY PERSONS INJURED.

Berlin, January 18th.

A shattering detonation, due to the explosion of gas petrol, aroused the residents of the Moabit district, in Berlin, early this morning.

A four-story house collapsed like a pack of cards, burying the occupants in eight feet of debris. Seven persons were killed and twenty injured extricated. It is feared there are many more casualties.

SCENES OF DESTRUCTION.

The whole street is a scene of wild destruction. A motor-car was hurled away and smashed to pieces. All windows in the neighbourhood were broken and windowframes are hanging over the streets. The fire brigade is working feverishly and is momentarily threatened with further collapses of loosened masonry.

The explosion caused the escape of gas which caught on fire and spread to a chandler's shop and ignited a barrel of benzene. The house was inhabited by 25 families, 40 persons so far have been extricated, of whom 5 are dead and 20 seriously injured.

[THROUGH HAVAS AGENCY.]

SPAIN AND MOROCCO.

REPORTED SUBMISSION OF ANDJERAS TRIBE.

Rabat, January 18th.

According to the papers, the Andjeras, a powerful tribe living in the Spanish zone of Morocco, whose territories occupy an important strategic position in respect to Ceuta and Tetuan, have submitted to the Spanish Authorities.

Should the report be confirmed, the event will be of the highest importance.

[REUTER'S AMERICAN SERVICE.]

PLUNGE INTO RIVER.

FATAL TEAM ACCIDENT OCCURS IN U.S.A.

Pittsburg, January 18th.

Three persons were killed, 24 injured, and three are missing, as the result of a tram-car plunging into the river.

The car now lies half-submerged, with one end resting on the bank.

SCIENCE OF AIRCRAFT.

A HANDSOME OFFER BY MR. GUGGENHEIM.

New York, January 18th.

The financier, Mr. Daniel Guggenheim, has notified Mr. Hoover that he has already set aside \$500,000 and is prepared to supply a further sum of \$2,000,000 to foster the science of aircraft.

MAKWAR DAM OPENED.

GIGANTIC SCHEME TO AID COTTON GROWING.

Khartum, January 18th.

The streets were beflagged to-day and large crowds assembled to greet Lord and Lady Lloyd, who will formally open the Makwar Dam. It is a gigantic engineering feat, designed to fertilise several million faddans of desert between the Blue Nile and White Nile to facilitate extensive cotton-growing.

GOLF IN FLORIDA.

Winterhaven, Fla., January 18th.

In a golf match over 36 holes, Cyril Walker and Eddie Loos (America) beat Archie Compston and Arnaud Massey by 3 holes.

Cyril Walker, an Englishman, who won the open golf championship of America in 1924.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

ITALY'S DEBT TO U.K.

NEGOTIATIONS ARE SHROUDED IN OFFICIAL SILENCE.

London, January 18th.

The Italian debt negotiations are proceeding, being enshrouded in official silence, which is only occasionally broken for the issue of denials to circumstantial stories published from time to time.

It is stated that Mr. Churchill wants a settlement concluded early in the coming week. If this is true, the negotiators have to speed up considerably, as it is understood that agreement has not yet been reached regarding the amount at which the debt is to be placed for the purposes of negotiation, though experts have been busy during the week end discussing technical details.

AVENTINE DEPUTIES.

SIGNOR MUSSOLINI EXPRESSES "CONTEMPT AND INDIGNATION."

Rome, January 18th.

"Contempt and indignation" over the action of the Deputies of the Aventine Opposition, in attending yesterday's memorial sitting of the Chamber for the Queen Mother, was expressed by Signor Mussolini in a much applauded speech in Parliament to-day.

He said that the Aventinists could not be tolerated in the Chamber until they had acknowledged the Fascist revolution as an accomplished fact, had admitted that the anti-Fascist campaign against the Government was bankrupt as it had no legitimate grievance, and until they had disavowed the activities of Italians conducting the anti-Fascist campaign abroad.

GERMAN POLITICS.

DR. LUTHER COMPLETES NEW CABINET.

Berlin, January 17th.

Dr. Luther has not succeeded in forming a coalition government on the lines aimed at, but has completed a Cabinet, which the forecasts agree include:—Dr. Luther, Chancellor; Herr Stresemann, Foreign Affairs; Herr Gessler, Defence; Herr Brauns, Labour; and two other present Members of the Cabinet, and also the ex-Chancellor Herr Marx, as Minister of Justice and Occupied Territories; Herr Reinhold, as Minister of Finance.

The parties included are the Democrats, Centre, German Peoples, and Bavarian Peoples, but neither the Socialists nor Nationalists are represented. Thus the Government will have to follow a clear and careful programme. Foreign policy will remain unchanged.

INTELLECTUAL CO-OPERATION.

AN INTERNATIONAL INSTITUTE IS INAUGURATED.

Paris, January 17th.

President Doumergue, and Signor Scholla, as President of the League of Nations Council, inaugurated the International Institute of Intellectual Co-operation in the presence of the diplomatic corps and League representatives and many distinguished scientists, and literateurs.

M. Painlevé, President of the managing committee, in a speech said that the Institute was intended to co-ordinate and harmonize the intellectual efforts of the nations in the spirit of disinterestedness characterising the League, thus enabling the nations to comprehend one another better and gradually building up an edifice of international peace.

RUMANIA AND U.S.A.

ORGANISATION TO TIGHTEN BONDS OF FRIENDSHIP.

Bucharest, January 17th.

Symptomatic of the improving relations between Rumania and the United States was a meeting called to-day on the initiative of M. Diano, Director of the Press Bureau, and attended by important leaders of the intellectual, financial and political worlds; also the American Minister.

The meeting was called for the organisation of a Society to be known as "Friends of the United States," with the object of tightening Rumano-American bonds of friendship. M. Ormolu was elected the first President.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

MUKDEN'S VICTORY.

ATTRIBUTED TO ACTIVE AID OF JAPAN.

A STRANGE STORY.

Tsingtao, January 18th.

Speaking at a reception here to-day, General Pi Shi Chen, a prominent Fengtien leader, declared that the Japanese were responsible for Kuo Sung Ling's defeat.

The Japanese, he said, fearing Chang's downfall would result in the displacement of Japanese influence in favour of the Soviet, actively supported Chang Tso Lin. He alleged that Japanese soldiers obstructed Kuo Sung Ling's army at the Liao River, keeping them there until Chang could mobilize and bring up troops, who were then launched upon the Kuo Sung Ling forces, who were cut to pieces. Kuo Sung Ling was seized and executed.

PEKING FINANCES.

SITUATION THE WORST FOR TEN YEARS.

Peking, January 18th.

The departure of Mr. Chen Chin Tao (Minister of Finance until recently) reveals the most acute financial stringency of the past decade.

The Government's present resources are apparently exhausted and local troubles are feared at the Chinese New Year, unless funds are procured by some means. But the situation, of course, does not affect the properly secured Chinese bonds.

Dr. C. T. Wang (Minister of Foreign Affairs) was, this morning, offered the concurrent post of Minister of Finance, but he declined it. Another emergency meeting of the Cabinet is summoned for this afternoon.

N.Y.K. AND T.K.K.

JAPANESE SHIPPING MERGER IS PROBABLE.

Tokyo, January 18th.

The Directors of the Nippon Yusen Kaisha and Toyo Kisen Kaisha are separately discussing to-day definite plans regarding a merger submitted by the arbitrators.

It is expected that an announcement will be made shortly.

It is understood that it is proposed that the N.Y.K. should take over all the Pacific regular services and facilities in return for the payment of 100,000 shares, whilst the T.K.K. in future will confine their activities to tramps only.

JAPAN AND PIG IRON.

Tokyo, January 18th.

It is authoritatively learned that the Cabinet will most likely ask the Diet's sanction to raise the pig iron tariff from the present 1.7 yen per ton to yen 12 upwards.

CHINESE JUDICIAL PROCEDURE.

SUSPECT CONVICTED AFTER TRIAL BY ORDEAL.

A correspondent writing to the *N.Y.C. Daily News*, on the subject of Chinese judicial procedure relates the following case which occurred two or three years ago:—

A son was suspected of murdering his father by poison. The coffin containing the body was carried to an open space in the city and the corpse taken out in the middle of an immense concourse of people. Certain doctors, hired for the occasion, then commenced to hack off pieces of the flesh until the bones were exposed. The test was that if the bones became discoloured it was proof of the guilt of the son.

The extent of the discolouration which occurred was sufficient to the public present at this extraordinary ceremony, and the unhappy victim was removed to prison at Soochow, and after several appeals to Peking was caged—being suspended therein by his head for some days—and eventually strangled.

This occurred, in the Native City of Shanghai—that is to say close to the Foreign Settlements where trial by Judge and jury or Assessor is a regular feature of its life and with the principles of which most Chinese residents in this area must by now be familiar.

It caused at the time intense interest among the Chinese, and numerous books, illustrated and otherwise, describing this "trial by ordeal" saw the light of day.

KENNEDY ROAD COLLAPSE.

DEATH OF EARTH COOLIES INVESTIGATED.

On December 30th six coolies were buried by a fall of earth and stone from a slope on which they had been working behind a house in course of erection at Kennedy Road. Four of the coolies were killed as a result of the collapse and the other two were injured.

In connection with this mishap, Mr. R. E. Lindsell, sitting as Coroner, opened a death enquiry at the Central Magistracy yesterday afternoon.

The members of the jury were Messrs. E. O. Graeff, J. A. Borget and R. Ley.

After outlining the facts relating to the collapse, the Coroner said the jury would have to decide whether the slope which collapsed was cut at a reasonable angle and also whether the slope gave any signs of collapsing as should have given warning to the persons in charge of the work.

Mr. E. P. Minett, Government Bacteriologist and Officer in charge of Mortuaries, gave evidence that the four men were asphyxiated, the indications being consistent with having been buried by a collapse of earth and stone.

An earth coolie, who was partly buried by the collapse, but was extricated, said that work was being done on a slope.

During the month he was working there he did not see any crack in the upper portion of the slope. They had no reason to anticipate any danger. Witness said there was no foreman and there was no one to supervise their labour. He never saw a European there—examining the surface of the cut. The sub-contractor, however, visited the spot occasionally. The collapse occurred shortly after the mid-day meal. There was no warning in the shape of falling stones. There were eight coolies employed, including himself. He had no time to try and escape and he lost consciousness and knew nothing more until he found himself in hospital. He thought he saw the sub-contractor at the spot on the morning of the mishap.

Another coolie, who started to work at Kennedy Road on December 29th (the day before the collapse), said that he was twenty paces away from the men who were digging at the foot of the cut. He took his barrow away and when he returned with it he found that *fohis* were trying to extricate a coolie from a fall of earth. Their employer supervised the work. Witness saw nothing on the surface of the cut to cause him any apprehension.

The sub-contractor said the work was started early last August with eight coolies. He had had considerable experience himself in the digging of such cuts. Asked if he had a plan to guide him with the work, witness said he carried out the instructions of the original contractor.

The height of the cut was about 28 feet and the slope was to be about six feet from the perpendicular at the highest point. Witness had previously done cuts as steep as that without collapses and he could swear that it was not being cut at a greater angle than he had been instructed. There had been practically no rain before the collapse. He was present on the morning of the accident and he was also present when the accident occurred. Six men were buried, four being killed. He could give no reason why the cut collapsed.

Mr. E. F. R. Sample, architect, gave technical evidence and said that the work of building a new house there necessitated the cut being made. The plan showed that when the cut was finished it should be at an angle of 45 degrees. When examined at intervals, the surface of the cut appeared to be fairly solid. The work was examined a few days before the accident and at that time there were no signs that anything was wrong. He could only suggest that the collapse was caused by a stone working loose and falling, bringing the earth with it.

At this stage, the Coroner adjourned the enquiry until to-morrow afternoon and he and the jury then left the Court to inspect the scene of the collapse.

ARMED ROBBERY.

NEW TERRITORY INCIDENT.

An armed robbery with violence, occurring in the New Territory on Sunday night, was reported to Police Headquarters yesterday.

It appears that at 9.30 p.m. on Sunday, four men, armed with revolvers entered the first floor of a house at See Koo Wat village, King Shan, occupied by a vegetable dealer. They threatened him and told him not to make a noise and then tied him and his *fohis* with rope. They ransacked the place and stole \$25 and articles to the total value of \$194.

The robbers afterwards escaped by boat.

THE PASSPORT CASE.

ALLEGED DUPING OF CHINESE BY PERUVIAN.

Augusto Gonzales, alias Chan Mo Lan, a Peruvian, who is alleged to have duped a number of local Chinese by supplying them with false passports which it is stated, they were informed, would secure them admittance to the United States, again appeared on remand before Major C. Willson at the Central Magistracy yesterday afternoon.

Defendant has four charges preferred against him of obtaining various sums of money by false pretences from four local Chinese, these sums amounting altogether to \$1,910.

Previous evidence given alleged that defendant entered into various agreements to supply passports to the four complainants which would admit them into the United States of America. Various sums are said to have been agreed upon which complainants were to pay to defendant for the passports and deposits were made, the balances to be paid after the complainants had entered the States.

Reports of the previous hearings have already appeared in the *Daily Press*. At yesterday's hearing, Mau Fei, one of the complainants, continued his evidence, as to entering into an agreement with defendant for a passport which would guarantee his entry into America. He agreed to pay defendant \$1,800, but if he was refused entry to the States he was to have his money back. He paid sums on account.

SIX MONTHS' IMPRISONMENT.

Witness then went on to describe his trip to America and related how he was brought before the Emigration authorities at San Francisco and was later sentenced to six months' imprisonment for attempting to deceive the authorities and enter the United States on a false passport. He said that he served five months of the term and was then taken to Angel Island and sent back to Hongkong. Shortly after his return to Hongkong, defendant visited the place where he was stopping and appeared to be very surprised to see witness, crying out in astonishment "You have come back! You have come back!" Defendant further added "You need not be afraid. I will get another paper made for you to go." Witness replied to that: "I would not go, any more even if you gave me \$10,000 to do so as when I went I was imprisoned." After some further conversation, defendant agreed to pay back the money witness had given him. Defendant took him to the 1st floor of A. S. Watson & Co.'s building and left him there, saying he was going to borrow a few hundred dollars from friends in order to pay witness back.

DEFENDANT ARRESTED.

Defendant failed to return though witness waited for him for half a day. On December 29th, witness was walking along Des Voeux Road Central when he saw defendant outside the Sincere Company's Stores. Witness seized him and blew a whistle and defendant was taken into custody.

Cross-examined by Mr. Leo d'Almada, who is appearing for the defence, witness said he was formerly a farmer in the country and in June 1924 he resolved to go to the United States. He had conversations with Yeung Yan Cho (another complainant, and through whom, it is stated, all the arrangements for the passports were made with the defendant) and was told that another man who had gone to the States paid \$2,800 to get there. Later witness sent \$4,000 to friends at Hongkong, this being money to meet his expenses in connection with his proposed trip. After coming himself to Hongkong from Canton where the preliminary arrangements had been made, witness entered into an agreement that if he could not enter the States his money would be returned to him. He also deposited \$1,380 in a bank in Hongkong in accordance with the agreement.

At this juncture, His Worship adjourned the case for further hearing on Friday afternoon.

ALLEGED INTIMIDATION.

APPLICATION FOR RE-HEARING OF HOTEL CASE.

Last week at the Central Magistracy, Major C. Willson sentenced two Chinese to three months' hard labour in a case in which they were stated to have intimidated a Hongkong Hotel pantry boy who had remained at work during the strike.

The complainant alleged that the defendants called at the Hotel and demanded \$100 from him as "forgiveness" money, stating that as he had remained at work during the strike he must have saved thousands of dollars and if he did not wish to be killed he must meet their demands. Complainant paid one or two small sums, but eventually the matter was brought to the notice of Mr. J. P. Bourne, Hotel Superintendent, and the Police were informed and defendants arrested.

Prior to sentence being passed last week, Mr. Owen (Hastings, Denny & Bowley) who had only been instructed after the case had been all but concluded, wished to call the defendants and witnesses, but the Magistrate disallowed the application, stating that defendants at the previous hearing had been asked if they wished to give evidence or call witnesses and they had replied that they had no witnesses to call and elected to make a statement.

His Worship then passed the above sentence.

Yesterday afternoon, Mr. Owen applied to Major Willson for a re-hearing of the case, stating that witnesses were now available.

Mr. Armstrong, for the prosecution, objected to the case being re-opened. Major Willson promised to give his decision to-day.

AUCTION OF PONIES.

POOR PRICES REALIZED LAST EVENING.

[BY ARGUS.]

At the Hongkong Jockey Club Stables, last evening, Uncle Gusengel (late Auchenreoch), Uncle Albert (late The Wasp), Uncle Chick (late Golden Chrysanthemum) and this season's subscription griffin No. 25, Auntie Eva, were offered for sale by auction.

All except the last-named have been raced here, in the colours of the late Mr. Relyon, the pseudonym of the late Mr. H. H. Taylor, since their purchase from Mr. A. A. Alves.

The subscription griffin was drawn in the name of H. H. Taylor & Co. As the most careful enquiries have failed to trace the "Co.", the mare was sold for the benefit of the late Mr. Taylor's estate.

A record of the "old" ponies was given in yesterday's issue of the *Hongkong Daily Press* and is believed to be correct with the exception that Uncle Chick—though 13.2, according to Kiangwan and Shanghai measurements—has obtained a local certificate of 13.1.

Though the sale commenced well after the advertised time, it was too early for at least one gentleman anxious to bid for Uncle Chick. When he reached the stables and was informed that the pony had been purchased for \$50, he was indeed a disappointed man.

While true that the pony became the property of Mr. H. P. White at a cheap figure, I very much doubt whether he would have allowed the pony to go for a mere song.

Though undoubtedly the pony needs veterinary treatment, I believe he is still sound in wind and limb.

Auntie Eva, a compactly put together grey mare, fell to Mr. H. P. White also, the price being \$300. One or two astute racing men were noticed to be well in the running before the hammer fell for the last time, so that Auntie Eva (under a new name!) may yet be seen carrying the "white and scarlet" first past the post on the local race-course.

Mr. H. C. Macnamara obtained Uncle Gusengel for \$25 and Uncle Albert was knocked down to Mr. Reidy for \$10.

The former, I understand, was purchased as a hack; the latter, if found *invariable*, will be of use in the laboratory.

Within half an hour of the sale, I was called up on the telephone by a gentleman, who enquired:

(1) Whether the record published of Uncle Chick was authentic.

(2) If so, how I accounted for the fact that the pony only fetched \$50.

I can answer the first query by reproducing the full record of Uncle Chick (late Golden Chrysanthemum).

The second query I have already answered, to the best of my ability, by inferring that Mr. H. P. White was prepared to go to a far higher figure than \$50.

The record of Uncle Chick (late Golden Chrysanthemum) follows:—

SHANGHAI PERFORMANCES.

Date.	Distance.	Lbs.	Placed.	Time.
17/9/23	1 1/2 M.	155	3rd	2.32.4.5
20/9/23	1 1/2 M.	155	3rd	2.52.
24/9/23	1 1/2 M.	151	3rd	2.40.2.5
17/3/23	1 1/2 M.	155	1st	2.48.2.5
31/3/23	1 1/2 M.	155	2nd	2.48.2.5
2/4/23	1 1/2 M.	158	1st	2.43.2.5
21/4/23	1 1/2 M.	163	D.H. 2nd	2.18.
28/4/23	1 1/2 M.	158	1st	2.46.2.5
31/5/23	1 1/2 M.	163	3rd	2.06.

Unplaced: 6 times.

8/9/24	1 1/2 M.	155	2nd	2.52.1.5
15/9/24	1 1/2 M.	158	2nd	3.15.3.5
10/4/24	1 M.	158	3rd	2.06.2.5
3/5/24	1 M.	158	3rd	2.10.2.5
31/5/24	1 1/2 M.	143	1st	2.05.4.5
6/6/24	1 M.	155	2nd	2.08.
28/6/24	1 M.	165	2nd	2.08.4.5
30/9/24	1 1/2 M.	147	3rd	2.43.2.5
10/10/24	1 M.	158	3rd	2.02.3.5
15/11/24	1 1/2 M.	150	3rd	2.39.2.5

Unplaced: 8 times.

HONGKONG RECORD.

16/3/25	1 1/2 M.	155	Unpld.	2.37.4.5
17/3/25	1 1/2 M.	155	Unpld.	2.19.
18/3/25	1 M.	155	Unpld.	2.06.1.5
21/3/25	1 1/2 M.	152	2nd	2.41.3.5
28/3/25	1 1/2 M.	158	Unpld.	2.43.1.5
11/4/25	1 1/2 M.	145	1st	2.43.4.5
13/4/25	1 1/2 M.	158	3rd	3.16.2.5
2/5/25	1 1/2 M.	155	1st	2.24.4.5
30/5/25	1 1/2 M.	158	2nd	2.44.2.5
1/6/25	1 1/2 M.	155	1st	2.40.2.5
10/10/25	1 1/2 M.	152	1st	2.46.3.5
12/10/25	1 M.	157	3rd	2.09.4.5
7/11/25	1 1/2 M.	161	Unpld.	2.42.4.5
5/12/25	1 1/2 M.	156	Unpld.	3.

"TOP NOTCH"

"KING GEORGE IV"

Scotch Whisky

**maintains its
pre-war reputation
for Quality and Age**

Sole Agents:
GANDE, PRICE & Co., Ltd.,
HONG KONG.



THE MILK
from the thin
that tastes like
the milk from
THE COW.

Sole Agents in South China.
A. B. MOULDER & CO., LTD.
China Building, 3rd Floor. A.P.B. [97]

**USE COLGATE'S SHAVING STICKS AND RIBBON
DENTAL CREAM**

SOLE AGENTS:
THE HONGKONG TRADING CO., LTD.,
BANK OF CANTON BUILDING,
HONGKONG.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO JAPAN

SOLE AGENTS:

ITSUI BUSSAN KAISHA LTD.

HONGKONG [92]

To the Publisher:

"HONGKONG WEEKLY PRESS"

1A, CHATER ROAD, HONGKONG

Please send me the
"HONGKONG WEEKLY PRESS."

From 1925, to 1926, to
addressed as follows:



THERE'S A
LONG, LONG TRAIL

of
Bugs, Flies,
Flies, Beetles,
Mosquitoes,
etc.,
all killed by

KEATING'S

BRITISH MADE

COLLISION NEAR SHANGHAI.

THE NAVAL COURT OF ENQUIRY.

EVIDENCE OF THE TWO CAPTAINS AND OTHER WITNESSES.

The Naval Court of Enquiry convened at H. M. Supreme Court to investigate the ramming of the I.C.S. Tungshing by the R.M.S. Empress of Asia, consisted of Lt.-Comdr. R. D. King-Harman, R.N., Mr. E. W. B. Mills, Shipping Vice-Consul, Capt. W. Gray, master of the str. City of Bedford, and Capt. N. H. Leitch, master of the str. Shuntien.

Mr. R. N. Macleod appeared for the Canadian Pacific Steamships and Mr. Duncan McNeill for the Indo-China S. N. Co., owners of the sunken vessel.

"ASIA'S" CAPTAIN IN THE BOX.

Capt. L. D. Douglas, commander of the Empress of Asia, after describing his vessel's departure from the China Merchants' Wharf at 6.15 a.m. on Monday, stated that her draught was then 23 ft. 6 in. forward and 25 ft. 6 in. aft. At 6.30 a.m. the tugs St. Sampson and Nancy cleared. Under the pilot, Capt. Inch, they proceeded down-stream at various speeds on the maneuvering engine. On clearing the Standard Oil Wharf the vessel continued on the main engine, whose speed was from 12 to 13 knots in deep water, but very much less in the river. Shortly after rounding Black Point they passed two steamers port to port. A third steamer, the Tungshing, was ahead.

At about 7 o'clock the Tungshing sounded one blast, to which the Asia replied with one blast, and her helm was put to port. The Tungshing, although she had sounded the one blast, made no perceptible alteration of course.

The President—Did you answer your helm?

Witness—We answered the helm, but very slowly.

"EMPRESS" IN SHOAL WATER.

Continuing, the Captain said that at this time the Empress was on the edge of the shoal water on their own starboard side. The Tungshing again sounded one blast, to which the Asia replied. Her helm was put hard to port, and her engines at half-speed. The Empress, using full steam, was on her starboard side of the way, was very sluggish on her helm, and turned slightly to starboard. The Tungshing, when she sounded her second one blast, altered her course to starboard and passed diagonally across the Asia's port side. At this moment the speed of the latter was about 9 knots. With her helm hard a port, and at this speed, with reasonable water under the ship's bottom, the Asia should have answered her helm rapidly. She was a ship that was very quick on the helm, but as she was already in shoal water her actions were sluggish.

At 7.01 a.m. the two ships came rapidly closer together. All engines were stopped in the Asia, and the starboard engine then put full astern and the port engine full ahead. Even with these manoeuvres the ship's head moved very slowly to starboard.

At this time the Tungshing was moving diagonally across the Asia's bows from starboard to port. It seemed almost certain that there would be a collision. Witness ordered the Staff Captain, on the bridge, to close watertight doors. Just before the impact, which occurred at 7.02 a.m., both engines were put full speed astern.

The Asia struck the other vessel just about her bow deck on the port side. The Empress's speed at the moment of the collision was between six and seven knots. It was thought advisable not to draw off the Tungshing, so both of the Asia's engines were stopped. Being the heavier ship she still had enough way on to push the Tungshing about 300 feet headway across the channel in a north-westerly direction and until she touched the bottom.

At once lines were thrown to the stricken vessel and a number of her crew and passengers climbed on to the Asia's deck forward. Others got into sampans and the remainder were transferred to the Asia by her own lifeboat which stood by until the Tungshing was abandoned. She was submerged aft, with the bridge forward still above the waterline when all the crew left her.

In answer to Mr. McNeill, witness said that up till the time of the accident the steering gear of his ship had shown no signs of any defect. The Tungshing was first sighted on the Asia's starboard bow. She never came clear of the Asia's port.

Counsel—When she had actually begun to cross your course, how far apart were the two ships?

Witness—That is rather an intricate question because she never got across. SUFFICIENT WATER AVAILABLE.

Counsel—Do you think it was entirely prudent to go out with your big ship on this tide?

Witness—It was more or less neap tide and in the channel we had quite sufficient water for our draught.

Counsel—I would say that you had not sufficient draught, Captain, because your ship steered sluggishly owing to the shoal water?

Witness—We had sufficient water.

Continuing, witness said that his ship steered sluggishly because she was hugging the bank on her starboard side of the channel and they were right on the edge. It was not a fact that witness steered from Black Point to cross the channel, diagonally for the purpose of getting into deep water on the Shanghai side. The collision was nearly parallel to the bank on his own starboard side.

No steps were taken to advise the Tungshing that the Asia was steering sluggishly. Witness considered that the Tungshing would have been justified in thinking that the Asia was carrying out the manoeuvre which her sound signals indicated.

CAPT. STURGEON'S VERSION.

Capt. J. M. Sturgeon, master of the Tungshing, said that he proceeded up river in the usual middle channel. When they rounded No. 5 Buoy the vessel crossed to south with the Standard Oil tanks ahead. Witness observed the Asia clearing Black Point, steering diagonally across the river. She being a larger vessel than the Tungshing he held more towards the Shanghai side than he usually did. When the Asia was about three-quarters of a mile off, witness again altered his course to starboard, indicating this by one blast, which was answered by the Empress by one blast. As they closed up to each other witness altered his course once more, again indicating the fact by one blast, which was not answered by the Asia. After blowing her whistle in reply to witness's previous blast the Asia did not alter her course, but went straight on across the river. Witness continued to port his helm and gave thereafter a series of short blasts at intervals of about half a minute.

Continuing, witness said that when he saw that a collision was inevitable and his ship was about 100 feet from the Asia he starboarded to try and square the Tungshing so as to minimise the force of the impact. He then described the collision.

MOVED 20 OR 30 FEET BY LINER.

Replying to questions by Mr. Macleod, witness said he saw the Asia between Nos. 2 and 3 Buoys. On passing No. 3 the liner bore a star point on his port bow. After the collision the Tungshing might have moved 20 or 30 feet, but no further, between north by west and north-northwest, the direction in which the liner had been going. Witness had been in command of the Tungshing since last year. He had been an acting commander for three years and this was his first real command.

In further reply to Mr. Macleod witness said that there was not very much wind and the tide commenced to flood on his passing No. 5 Buoy. He gave his series of blasts about 15 or 20 minutes before the crash. With regard to the other blasts, the second was given about four minutes before the collision.

A. V. R. Lovegrove, staff captain of the Asia, said he did not notice the Tungshing make any change of course after blowing her first blast, which the Asia answered. After her second blast, the Tungshing started to swing. This second blast was answered. Just about the time of this second blast, witness on the Captain's instructions ordered the watertight doors to be closed.

The first officer of the Empress of Asia also gave evidence.

IN THE ASIA'S ENGINE-ROOM.

The second engineer of the Empress of Asia described the messages he received from the bridge. There was no delay in obeying the signals. From the time of getting the order to go astern and stopping not more than 15 seconds elapsed.

A PILOT'S EVIDENCE.

Leo Raymond Hall, licensed pilot on board B. M. str. Eumous, one of the steamers following the Tungshing, said that after passing No. 5 Buoy he heard the Tungshing and the Empress giving passing signals. Witness's ship was approximately half a mile behind the Tungshing, when witness noticed that the Tungshing was making a mid-river course, not mid-channel. Witness observed to the captain of the Blue Funnel vessel that the Asia was as far on the right hand side of the river as she could possibly go.

TUNGSHING'S COURSE TO STARBOARD.

Witness noticed the Tungshing altering her course considerably to starboard. Very shortly they noticed her settling. As it was impossible for the Blue Funnel str. to do anything she proceeded cautiously by the scene.

J. W. Read, master of the Eumous, called by Mr. McNeill, said he saw the Asia on rounding No. 5 Buoy in what he thought to be the side or middle of the channel. He heard one blast from her. The Tungshing was altering her course to starboard and endeavouring to cross on to the Shanghai side. Witness then heard several distinct blasts from the Tungshing which were not answered by the Asia. Immediately after the collision occurred.

COURSE ASIA WAS STEERING.

J. E. Richards, an officer of the Linan, the vessel ahead of the Tungshing which safely passed the Asia, said he did not hear the Empress reply to the Tungshing's second short blast. On looking round he saw the Tungshing go across to starboard, while the Empress liner did not alter her course to starboard. Very shortly after he heard three distinct short blasts from the Tungshing, she altering her course to starboard the whole time until collision occurred. The Empress was not at this time steering a mid-river course but towards the Shanghai shore. Witness could see distinctly that she inclined towards the Shanghai side.

CAPTAIN INCH'S STORY.

Capt. Inch who piloted the Empress of Asia down river, said all went well until he made Black Point. The Asia was heading down channel on practically a north course with the No. 5 Buoy open on the port bow. A mile away the Tungshing blew one short blast. Immediately after replying, witness gave the order to port a little and the vessel came to starboard at a rough estimate, five degrees. The Tungshing did not apparently alter her course after giving the one blast signal. Both ships now being about half a mile apart, the Tungshing gave another one-blast signal to which the Asia also replied and her helm was put hard a port. It was then seen that the Tungshing was altering its course and the Asia was in such a position that witness could see that there was about to be a collision. The engines were put at half speed and then stopped. Immediately the engine-room telegraph had replied to the stop witness put starboard engine full speed astern and the port one full speed ahead. Just after they struck witness put both engines full speed astern. After the impact both engines were stopped and the helm put hard a starboard.

Witness's object in keeping as much way on as possible after the collision was to try and push the Tungshing as far as possible on the Shanghai side of the fairway.

The enquiry was adjourned until Saturday.



THE DISCOVERY

of Zam-Buk has revolutionised the treatment of skin ailments. There are many ointments but only one Zam-Buk which is the arch-enemy of deep-seated skin affections. Nothing can approach Zam-Buk for real healing value.

In an unexcelled manner Zam-Buk soothes pain, allays inflammation, draws poison out of a wound, conquers ulcers and eczema, psoriasis, scalp trouble, blood-poison, etc.

The unique success of this preparation is due to certain rare and costly herbs exclusively used in its manufacture and to its freedom from lard and any of the other animal fats hitherto employed in skin remedies.

Zam-Buk is not a fatty, pore-clogging ointment. It is a refined herbal balm which purifies the skin, makes it soft and flexible, and keeps it clear and healthy.

Zam-Buk
FREE FROM ANIMAL FAT

HOTEL PLAZA
SHANGHAI.

Absolutely Fireproof

A Residence Hotel of the better class, catering to a discriminating public.

Perfect service and every convenience known to the "highest-class Hotels."

Every room is a cool outside room, with private bath and modern plumbing.

TARIFF:

AMERICAN PLAN
Single Mex. \$ 7.00 to \$10.00
Double \$12.00 to \$18.00
Monthly Rates from \$160.00 up

Excellent Grill and Ball Room in connection with the Hotel.

Personally managed by JACQUES KLASS.

TELEGRAMS "PLAZA" SHANGHAI
PLAZA Porters meet all Steamers and Trains.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel. Also for all forms of Urinary Affections. Price 1/6 per bottle. Sole Agents: Messrs. J. & W. G. B. Ltd., 10, Abchurch Lane, London, E.C. 4. (See also advertisement on page 49 of this issue.)

SHING BLEW ONE SHORT BLAST.

Immediately after replying, witness gave the order to port a little and the vessel came to starboard at a rough estimate, five degrees. The Tungshing did not apparently alter her course after giving the one blast signal. Both ships now being about half a mile apart, the Tungshing gave another one-blast signal to which the Asia also replied and her helm was put hard a port. It was then seen that the Tungshing was altering its course and the Asia was in such a position that witness could see that there was about to be a collision. The engines were put at half speed and then stopped. Immediately the engine-room telegraph had replied to the stop witness put starboard engine full speed astern and the port one full speed ahead. Just after they struck witness put both engines full speed astern. After the impact both engines were stopped and the helm put hard a starboard.

Witness's object in keeping as much way on as possible after the collision was to try and push the Tungshing as far as possible on the Shanghai side of the fairway. The enquiry was adjourned until Saturday.

IN COURSE OF COMPILATION

THE DIRECTORY AND CHRONICLE 1926.

FOR CHINA, JAPAN, KOREA, INDIA, CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, Etc.

SIXTY-FOURTH ANNUAL ISSUE.

Price 812
Abridged Edition 15

THE DIRECTORY covers the notable events, ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Protectorate or Settlement is prefaced by a DESCRIPTIVE, carefully revised, each year, the majority of which will serve as an accurate GUIDE FOR THE TRAVELLER, giving every detail in connection with the places, their History, Topography, etc.

The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and port, would alone suffice to fill a large volume.

The Book is printed from New Type specially reserved for the purpose, and uniformity is every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms, the Directory gives the CLASSIFIED LISTS of TRADES and PROFESSIONS at the larger Commercial Centres.

The ALPHABETICAL LIST of RESIDENTS in the Far East contains the names of over 20,000 FOREIGNERS.

arranged, with the initials as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS

of the principal ports of the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Codes, Chinese Festivals, Tables of Money Weights and Measures and other Commercial Information.

It is published at the Office of the "HONGKONG DAILY PRESS."

The Directories and Descriptions are of —

CHINA	CHINA	Canton
Peking	Soochow	Kowloon
Tientsin	Chinkiang	Laysan
Peitshing	Nanking	Shanghai
Chungking	Wuhu	Kiangsu
Taku	Kinkiang	Kiangsu
Amoy	Hankow	Nanking
Manchurian	Yochow	Wuchow
Tsade C'hai	Shanghai	K'chang
Kweichow	Ichang	Fukien
Shanghai	Chungking	Hokow
Port Arthur	Hangchow	Lungchow
Chiao	Ningpo	Mengtsu
Weihsaiwei	Wenchow	Hokow
Tientsin	Santao	Szechuan
Mukden	Foochow	Tengyueh
Shanghai	Amoy	Changchun
Harbin	Kirin	Hynakus
Suowat	Lungtow	
Lungchow		

JAPAN & FORMOSA.

Tokyo	Moji	Kobe
Yokohama	Nagasaki	Taipei
Kobe	Hakodate	Taiwan
Shimonoseki	Kyoto	Takow
Osaka	Tamari	Anping

NORTH CHINA.

Vladivostok	Nicolajewsk
-------------	-------------

CHINA (Korea).

Seoul	Yokan	Mokpo
Chungking	Fusan	Chinampo
Kusan	Pingyang	Songhae

HONGKONG AND ITS DEPENDENCIES, MACAO, FORMOSA, INDIA-CHINA.

Hand	Quinhao	Saigon
Haiphong	Annam	Cambridge
Tonkin	Hus	Cholon
Provinces	Touraine	

Malay States.

Manila	Baguio	Cebu
	Zamboanga	

Borneo.

Sarawak	Brunei	Labuan
British North Borneo		Sandakan

Sumatra.

Perak	Malay States	Pahang
Negeri Sembilan	Selangor	Kedah
Kelantan	Tringgan	Perlis

STRAITS SETTLEMENTS.

Singapore	Penang	Malacca
Provinces	Prov. W. & N.	

NETHERLANDS INDIA.

Batavia	Samarang	Padang
Buitenzorg	Sourabaya	Macassar
East Coast of Sumatra		

BRITISH AND AMERICAN SQUADRONS IN CHINA AND JAPAN.

OFFICERS OF COAST & RIVER STEAMERS

Use Electricity for heating— as it suits your purpose and your pocket

The extent to which Electric Heat can be used with economy varies in different districts.

Electric Heating and Cooking are developing rapidly and all the time becoming cheaper in consequence of the increasing demand.

ELECTRICITY is made from coal, often too poor in quality for any other use.

ELECTRICITY brings direct to you the heat of the coal, in a form ready for use without dirt or labour.

ELECTRICITY IS replacing all other means of Lighting and Power.

Electric Heating can be used to supplement older methods or in place of them; according to local conditions and to suit the user.

National Interests will NOT be endangered by the wider use of that universal carrier of Light, Heat and Power—

ELECTRICITY.

THE CHINA LIGHT & POWER CO. (1918), LTD.
Showroom: 62, Nathan Road, Kowloon.
Telephone No. K. 677.



OLD TOM Extra Strong Ale



Look for the cheery head on the label, then pour out a glass and sample the joys of "OLD TOM" EXTRA STRONG ALE. There's bite and go in "OLD TOM"—every glass gives zest and refreshment. Order some for yourself, or get it at your hotel or club.

AGENTS—
Messrs. Donnelly
& Whyte,
2, QUEEN'S BLDG.,
HONGKONG.



Brewed and
bottled by
the
PALATINE
BOTTLING CO. LTD.
MANCHESTER,
ENGLAND

OWNERSHIP OF VESSELS.

GREAT BRITAIN'S PERCENTAGE 33
AGAINST 44 IN 1914.

A brief reference to the state of the world's merchant shipping fleets may be of interest. Taking the last edition of Lloyd's Register Book as our authority—and then that no more reliable authority exists—we find that during the 12 months ended on June 30th of this year there was an increase of the steam and motor tonnage owned in the world of 566,000 tons and a decrease in the sailing tonnage of 250,000 tons. An appreciable increase, as compared with 1924, has taken place in the tonnage owned in many countries. In Great Britain and Ireland the increase amounts to no less than 333,000 tons, in Italy to just under 200,000 tons (a tremendous advance), and in Norway to 175,000 tons. In the United States a decrease of no less than 350,000 tons is recorded.

SAILING DECLINE.

Sailing tonnage has declined to such an extent that it is nearly extinct; in fact, if considered in the light of a competitor to the steamship and motorship, it is quite dead. The reduction in sailing tonnage since 1914, amounts to 1,730,000 tons, and the present percentage of this class of tonnage to the world's total of shipping is only three and a half. Of the world's total sailing tonnage 1,100,000 tons or almost half, is owned in the United States, and other countries which still have an appreciable amount of this class of shipping are France, 190,000 tons; Great Britain 135,000 tons; and Canada and Italy, 100,000 tons each. A very small proportion of this sailing tonnage is employed in overseas service, and very little of that profitably.

There are still over 1,000,000 tons of wood and composite, mechanically propelled vessels in existence, but that is all they are, in existence, for they cannot and will not ever be profitably employed.

BIG INCREASE NOTED.

It will be seen that the principal countries apart from Germany (whose case needs no explanation) show a big increase in the tonnage owned as compared with 1914. The sea-going tonnage of the United States increased by nearly 10 million tons, owing to the great war-time shipbuilding effort of that country. How to dispose of most of these vessels, many of which are rotting at their moorings, is a great problem in the U.S. at present though a big start has been made in the disposal of over 800 ships to Mr. Henry Ford as scrap. The other countries in which the largest increases have occurred are: Japan, 2,100,000 tons; Italy, 1,465,000 tons; France, 1,345,000 tons; and Holland, 1,115,000 tons. The increase in Great Britain and Ireland was just under 400,000 tons, though if the 7,000,000 tons of ships which were destroyed during the war had been still afloat the position would be far, far different.

BRITAIN'S PERCENTAGE.

It is interesting to note that whereas in 1914 Great Britain owned over 44 per cent. of the world's tonnage, her present percentage is less than 33. The United States' present ownership is nearly 20 per cent., with Japan, France, Germany, Italy, Holland and Norway following in the order named. Germany's present tonnage is about 2,100,000 tons less than in 1914, when she was easily the world's second maritime nation.

In view of the generally accepted dictum that the average economic life of a cargo vessel is 20 years and of a passenger liner 25 years, it is illuminating to note that there are 4,003 ships in existence less than five years of age, their tonnage representing 21 per cent. of the world's total. Vessels of 25 years of age and over number no less than 7,068, but their aggregate tonnage comes only to 13 per cent. of the gross total. Of these vessels 25 years or more old, 63 per cent. are less than 1,000 tons each, and the average size of the others is 2,705 tons; while of the vessels built during the last five years only one-third are less than 1,000 tons each and the average of the others reaches 4,700 tons.

Of the 50,000 vessels in existence, the group which forms the largest tonnage is that between 4,000 tons and 6,000 tons each, amounting to nearly 15,000,000 tons or over 23 per cent. of the total tonnage; while the big liners, say those of 15,000 tons and over, represent only 3.4 per cent. of all ships afloat.

SHIPPING.

PASSENGERS.

ARRIVALS.

Per Dollar liner *President Polk*, from New York, on January 18th.—Mr. A. C. Aubrey, Mr. F. E. Brightman, Mr. F. P. Musso, Mr. Paul C. Rawls, Mr. and Mrs. J. Schawker and daughter, Mr. F. S. Brockman, Mr. and Mrs. Frank A. Churchill, Miss V. M. Davis, Mr. B. F. Finney, Miss H. F. Freeman, Mr. M. Gonzales, Mr. G. H. Kentley, Mr. R. Luther, Mr. J. W. Muckleroy, Mr. H. C. Myles, Mr. and Mrs. Wm. D. Risher, Mr. P. A. Schwab, Mrs. John H. Saffert, Miss Ruth Smith, Mrs. John V. Vann, Mr. and Mrs. S. Argos, Mr. E. C. Brelford, Mrs. B. M. Miss Louise Drew, Mr. and Mrs. M. D. Eisen, Mr. Vincent Esch, C.V.O., and Mrs. Esch and son, Mr. P. R. Faymonville, Mr. and Mrs. Wm. Glasson, Mr. H. L. Hosking, Mr. and Mrs. I. H. Kahn, Mr. and Mrs. Geo. J. Levy, Mrs. L. Mesner, Dr. and Mrs. John R. Mott, Mr. F. D. Mott, Mrs. F. O. Pierce, Mr. and Mrs. H. E. Page, Mr. C. G. Stjemberg, Mr. H. C. Stone, Miss L. Douglas, Mr. L. B. Goodall, Miss L. H. Goodall, Mr. and Mrs. Chas. J. Loebe, Miss A. Baumgarten, Mr. and Mrs. N. Brewer, Mr. Wm. Cochrane, Miss Mary M. Cook, Miss A. Grimes, Mr. and Mrs. L. Marks, Mrs. W. B. Scott, Mr. F. S. Scott, Mr. Thos. Shanks, Miss Mary L. Teague, Mr. and Mrs. A. F. Febery, Mr. and Mrs. J. P. Jack, Mr. and Mrs. Harry E. Parker, Mr. and Mrs. Wm. T. Doane, Mr. J. M. Freyer, Miss P. M. Freyer, Miss P. M. Hoppens, Mrs. E. Laughton, Mr. and Mrs. J. I. Marcher, Mrs. C. H. Reed, Miss M. Reed, Mr. and Mrs. R. F. Swigart and two children, Mr. and Mrs. L. Abbott, Mr. and Mrs. Geo. W. Dickinson, Miss G. Dyson, Mrs. E. S. Rikman, Miss L. Mitchell, Miss Ruth Mochus, Comdr. C. D. Musso, Miss F. Ricciardi, Mrs. E. A. Tufts, Mr. and Mrs. Geo. D. Waters and son, Mr. F. R. Hancock, Mrs. E. R. Adams, Mr. and Mrs. G. H. Atkins, Miss C. M. Atkins, Mr. and Mrs. R. H. Barklow, Misses Barklow (2), Mr. and Mrs. H. T. Braly and three children, Dr. Emma M. Carson, M.D., Mrs. S. L. Detar, Mrs. C. B. Guthrie, Major and Mrs. W. Hingoley, Dr. and Mrs. Peter Janss, Mrs. M. A. Lockhart, Mrs. G. M. Key, Mr. Wm. Lee Park, Mrs. A. M. Puffer, Mrs. K. Riddell, Miss P. Riddell, Mr. and Mrs. W. T. Tillinghast, Mr. and Mrs. Wm. E. Watson, Capt. and Mrs. Arthur Worton, and Mr. and Mrs. T. L. Parkhurst.

DEPARTURES.

Per Dollar liner *President Lincoln*, for San Francisco via ports, on January 19th.—Miss F. Woodworth, Mrs. S. Washner, Mr. and Mrs. M. M. Levering, Mr. H. N. Hanter, Mr. and Mrs. D. M. Matthews, Mrs. N. M. Keefe, Mr. F. G. Keefe, Miss Norma Keefe, Mr. Richard A. Rowlands, Mr. Geo. M. Dowdally, Mr. and Mrs. B. F. Jenks, Miss D. Jenks, Miss V. Jamnia, Mrs. C. B. Eager, Mr. and Mrs. V. Mendoza, Mrs. Chas. Meolich, Jr., Mrs. J. Paredes, Allan Fischer, Miss Ruth Fischer, Mr. and Mrs. W. S. Hall, Mr. C. W. Burke, Mr. M. R. Nicholson, Mr. John B. Wilson, Mrs. Gladys Ripley, Mr. and Mrs. H. M. Wilson, Mr. Edw. Sultair, General Darwin Utter, Mr. W. J. Hewitt, Jr., Mr. and Mrs. P. H. Suckling, Mr. Lee Chong Kin, Mrs. Lim Shee, Miss J. Brooks, Mr. Lee See Thorn, Mr. Louie Gong Toy, Mr. Ong Kwok Wing, Mr. So Ngok Shun, Mr. Law Kay, Mr. Gee Wee Fong, Mr. Fong Kwong Ping, Dr. (Miss) R. M. Bigler, Miss Pauline Bigler, Mr. A. L. Quan, Mr. M. Quan, Mr. W. M. Milne, Mr. F. R. Thompson, Mr. J. Behar, Mr. F. Carpen, Mr. Lam Woo, Mr. Tang Su Chang, Mr. Y. T. Kong, Mr. H. Y. Kong, Mr. and Mrs. R. M. Bowman, Mr. K. Nishikawa, Miss K. Nishikawa, Mr. Chan Wan Hing, Mrs. Chan Shee, Lieut. R. C. S. Garwood, Mr. H. J. Freeman, Mr. P. S. Simevitch, and Mr. F. Tanahbom.

A GRIM STORY OF SHIPWRECK.

LOSS OF THE "COMPETITOR."

A thrilling story of the sea was told by Mr. A. Potts, one of the six survivors of the crew of twenty-four of the Cardiff steamer *Competitor*, which was wrecked recently off the south-east coast of Africa. Mr. Potts, who was second officer when the ship was abandoned, said he was one of the twelve who took to the first lifeboat. The second lifeboat was smashed during the launching. All got away safely except Captain Mead, who was about to get into the lifeboat when the ropes snapped, and he went down with the ship.

Mr. Potts had a terrible struggle throughout the night. Just as land was sighted at dawn a tremendous wave swept four men into the sea, two being drowned, then the boat overturned. The ten men in the boat started swimming for shore, but they were buffeted and tossed by mountainous seas, and four became exhausted and sank. The others managed to scramble ashore more dead than alive.

Per Admiral Oriental liner *President Grant*, for Seattle via ports, on January 19th.—Mr. and Mrs. Geo. Butchart, Mr. Chang Yuen Leung, Mr. and Mrs. J. D. McCarini, Mrs. Sabine Oks, Mr. Wan Huang, Mr. Bruce Wees, Mr. O. Lee, Mr. J. S. Rees, Mr. Y. W. Wang, Mr. Chan See, Mr. J. H. Green, Mrs. A. B. Smith, Mrs. Chung Huan, Miss Chung, Mr. Lloyd Balderston, Mr. J. V. Murray, Mr. Watanabe, Mr. P. F. Leive, Mr. Tang Hong Ku, Mr. Lee Gee, Mrs. Thiong Shee, Mr. Lay Mow, Mrs. Man Shee, Mr. Lee Chong, Mr. Leung Hing, Mr. Chin Yow, and Mr. E. S. Gordon.

PASSENGERS EXPECTED.

The following passengers have booked for Hongkong on the P. & O. s.s. *Mantua*, which sailed from London on January 1st.—Dr. Frank Ashton, Mrs. T. Armand, Mr. and Mrs. Beacon, Mr. P. D. Butler, Mrs. Butler and child, Mr. J. Campbell, Mr. W. P. Delfaunt, Mr. N. Drummond, Mrs. Drummond, Mr. Drummond, Jr., Mr. V. M. Grayburn, Mr. R. E. Greig, Mrs. Harper, Mr. D. D. Harper, Mr. G. K. Hudson, Sub-Lt. D. C. Ingram, Mr. W. Kinder, Capt. E. O. Kelman, Mrs. Kelman, Lt. Cdr. Langton Jones, Mrs. E. B. Luard, Lt. S. W. Lushington, Mr. W. J. C. McKenzie, Mrs. Mackenzie, child and ayah, Mr. G. C. Moss, Mrs. Moss and five children, Miss T. C. Noltorius, Lt. F. M. O'Connor, Mr. James Sinclair, Mrs. L. H. Smith, Mr. A. B. Stewart, Mrs. Stewart, Mr. W. Shenton, Mrs. Shenton, infant and nurse, Mr. P. D. Wilson, Mr. J. Ward, Mrs. Ward and child.

The following passengers are booked for Hongkong on the P. & O. s.s. *Alton*, which left London on January 18th.—Mr. A. Brown, Mr. A. Brasley, Mrs. C. Coulsland, Mr. L. J. Davies, Mr. A. L. Dyer, Mr. J. G. Girvin, Mr. A. L. Hopkins, Mrs. Hopkins, Mr. F. E. Lane, Mr. McDeugall, Mr. P. Palacios, Mr. A. T. Sabe, Mrs. Sabe, Mr. R. P. Shaw, Mr. C. J. Teechi, Mr. G. G. Thomson.

By the P. & O. s.s. *Morea*, which leaves London on January 23th, the following are booked to Hongkong.—Mr. J. B. Atkins, Mr. W. Anderson, Mr. A. Dyer, Mr. H. S. Bayne, Miss Butcher, Mr. A. W. Barkhill, Mr. D. McD. Buchanan, Mr. M. R. Dickson, Mrs. Edward Horrell and child, Mr. A. Iremson, Mr. H. S. Kierkegaard, Mrs. Kierkegaard, Mr. H. Keewick, Mr. W. J. Keswick, Mr. P. J. Murphy, Mr. J. M. R. McWalter, Mr. A. H. Mason, Mr. A. McLeod, Capt. W. G. H. Miles, Mrs. Miles, child and nurse, Mr. H. T. Nicholas, Mr. W. A. B. Osmond, Mr. H. F. Rogers, Mrs. Rogers and infant, Mr. A. Riach, Mr. S. S. Shepherd, Mr. Un, Mrs. Un, Mr. E. D. C. Wolfe, Mrs. Wolfe and child.

PANTOMIME NOT DEAD.

OVER 100 IN "ENGLAND" AT CHRISTMAS.

Mr. Julian Wylie, who produced at Christmas at the Palace Theatre, Manchester, "The Queen of Hearts," a pantomime that has not been seen in England for fifty years, gave to a representative of the *Observer* some interesting comments upon pantomime and its tendencies. "It is very extraordinary that about this time of the year a controversy always springs up on the subject, 'Is pantomime dead?' " Mr. Wylie said. "Pantomime is as vigorous as ever it was. It will not die, though its character may continue to change. The Harlequinade is dead, but the modern pantomime, which is largely a musical play based on a fairy story, was actually popular many years before the Harlequinade was ever thought of. What has happened is that we have reverted to the type of production which was in existence—though, of course, in not so swift a form—hundreds of years ago.

ESSENTIALLY BRITISH.

Last year in England 115 pantomimes were produced, and from my inquiries in various parts of the country I believe that number will be considerably exceeded this Christmas. In my view, pantomime will always thrive in this country, because there is something essentially British in its character. Apart from one or two of our Dominions, no other country in the world produces pantomime. "Pantomime" is based upon our national tales and legends, and if managers mean to get the utmost out of it, they must recognise that essential principle. Too often they try to make it into a glorified revue, and I am convinced the public does not ask for this. You must model a pantomime so that it will please everybody, and especially the children, through whom it gets at the entire family. Its humour must not be too subtle; a joke must not take a second to penetrate—it should be largely domestic humour, and thus obtain a very wide application.

Assist Nature

However robust and strong the constitution there are times when Nature requires assistance in relieving congested parts and restoring normal function.

Nature has no more efficient aid to health than Beecham's Pills.

When the digestive organs refuse to assimilate food; when the liver acts sluggishly; when the kidneys do not properly perform their allotted duties, then is the time to assist nature to restore sound and vigorous health

by taking

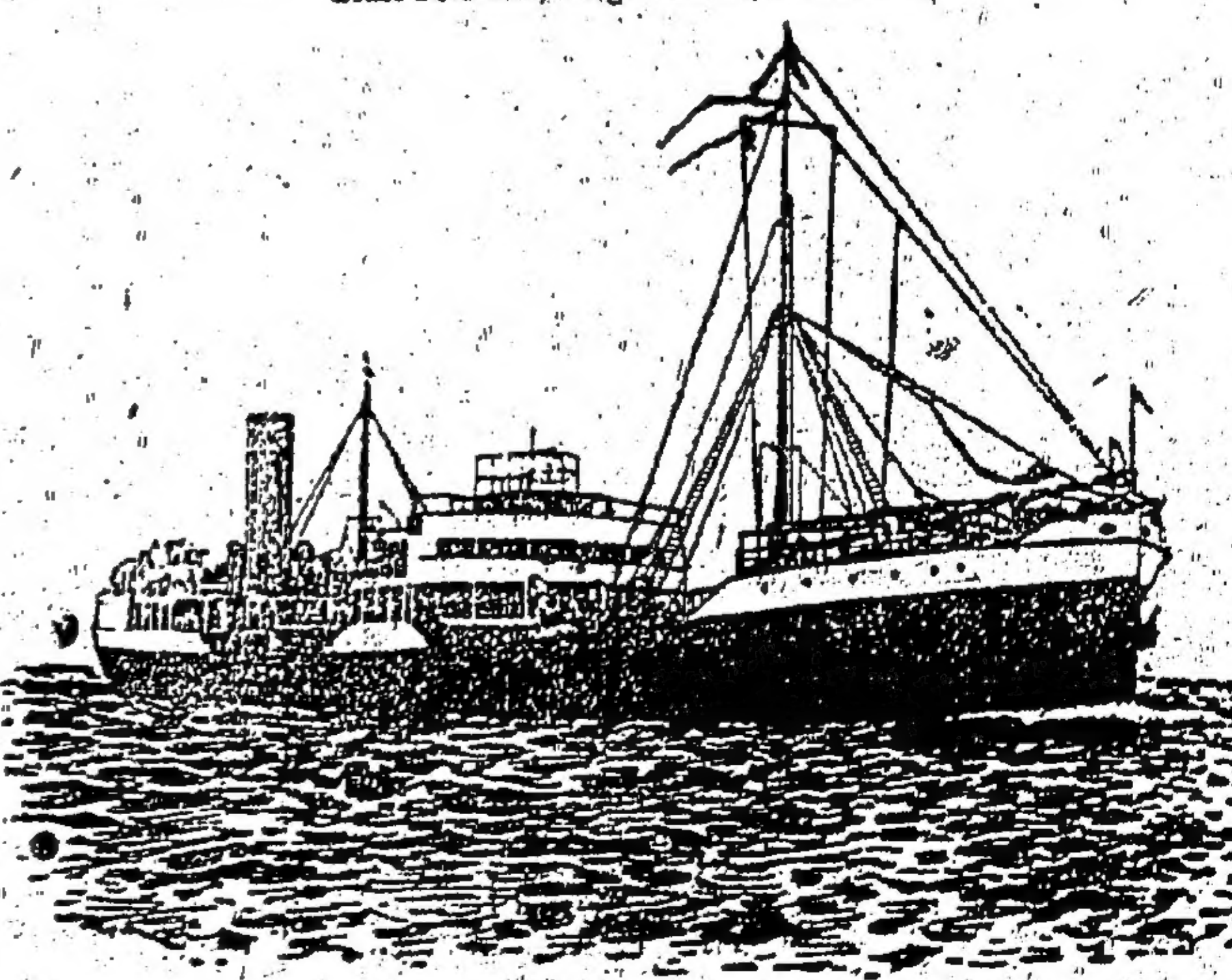
Beecham's Pills

THE HONGKONG & WHAMPOA DOCK CO., LTD

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

427' 0" x 57' 1" x 51' 0" 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager,
R. M. DYER B.Sc., M.I.N.A. KOWLOON DOCK HONGKONG

CURATE AND SOCIALISM.

BISHOP'S DECISION.

The Bishop of Truro has given his decision following the enquiry he held in response to a petition by the parishioners of Delabole, Cornwall, where the alleged Socialistic teachings of the curate (the Rev. C. J. Bucknall) caused a stir. The Bishop says: "There is no ground for Mr. Bucknall's removal. A clergyman is as much entitled to hold his views on affairs of State as any other citizen, and it is part of the Bishop's business to see that a priest is not turned out of work on the question of politics." He adds he does not admit the right of the Church Council to lay down the lines on which a priest shall preach, and expresses the hope that more peaceful relations may follow, remarking: "It is a case where patience and mutual forbearance will bring the best results and restore peace."

LAST DUEL IN SCOTLAND.

The last duel fought in Scotland is recalled by the gift, by Sir Michael Nairn to Kilmacduy Museum, of a case of pistols used in that encounter. The pistols belonged originally to Mr. David Landale, a Kilmacduy merchant.

The duel was fought in August, 1826, between Mr. Landale and his banker, George Morgan, agent of the Kilmacduy branch of the Bank of Scotland; Morgan being mortally wounded during the exchange of shots, which took place in a field on the farm of Cardenbarns. Landale was arrested, and subsequently tried on the charge of murder at Perth Circuit Court, but was "honourably acquitted."

The pistols at one time came into the possession of the late Sir M. B. Nairn, who presented them to a descendant of Mr. Landale living in America. The present Sir Michael Nairn has been instrumental in having the relics restored to Scotland and preserved in Kilmacduy Museum.

CZECHS' WAY TO THE SEA.

Which is to be the outlet for Czech exports passing out of Europe—Hamburg or Trieste? It is a question which is being keenly debated in manufacturing and industrial circles, says a Prague correspondent. Ever since the creation of the Republic, the Czech Government and official Czech economists have shown a marked preference for the Italian port, and the tariffs for this port have been greatly reduced in accordance with the policy of encouraging exports.

It is true that Trieste offers advantages for exports to the Near East, the Levantine ports, Egypt, and North Africa, but Hamburg offers not only a simple and direct outlet to both England and America, but a quicker method of transit. Hamburg is more easily reached from the industrial districts of this country, and as a port is far superior to Trieste. At present, in spite of the tariffs, the bulk of the exports from this country are passing through Hamburg.

SHIPPING NEWS

ARRIVALS.

January 17th.
Hulgard, British str., 1,217 tons, Capt. C. W. Shearer, from Haiphong, with a cargo of rice, lying at buoy No. 140.—Shiu Tai S.S. Co.

Kwangtung, British str., 1,572 tons, Capt. A. J. Scott, from Bangkok and Haiphong, with general cargo and pigs, lying at buoy No. B13.—B. & S.

Sung Ho, French str., 720 tons, Capt. J. Bonnamour, from Port Bayard, with a general cargo, lying at buoy No. 112.—M.M.

January 18th.

Coblenz, German str., 5,203 tons, Capt. W. Reher, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A5.—Melchers & Co.

Humburg Maru, Japanese str., 3,138 tons, Capt. K. Orihara, from Moji, with a general cargo, lying at Kowloon Wharf.—O.S.K.

Hop Sang, British str., 1,356 tons, Capt. T. Jowitt, from Bangkok, with 213 tons of general cargo, lying at buoy No. C37.—Jardine, Matheson & Co.

Poo Sang, Chinese str., 729 tons, Capt. Chan Kam, from Kwang Chow Wan, with general cargo and pigs, lying at buoy No. C35.—Teen Sing S.S. Co.

President Polk, American str., 6,324 tons, Capt. K. A. Ahlberg, from New York and Shanghai. The former port she left on November 26th and the latter January 16th, with a general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Sunning, British str., 1,570 tons, Capt. U. D. Mills, from Shanghai, with a general cargo, lying at Kowloon Wharf.—B. & S.

Tokio Maru, Japanese str., 1,204 tons, Capt. T. Ishigaki, from Keelung and Swatow, with general cargo and coal, lying at buoy No. B30.—O.S.K.

Taming, British str., 1,256 tons, Capt. D. Lupton, from Haiphong and Ho-how, with a general cargo, lying at buoy No. C35.—B. & S.

Tungshing, British str., 1,415 tons, Capt. T. W. Quirk, from Yokohama and Shanghai, with 88 tons of general cargo, lying at buoy No. A2.—B. & S.

CLEARANCES.

January 18th.

Alma Maru No. 28, for Takao, Bellerophon, for Manila, Cuba, for Sandakan.

Coblenz, for Manila, *Recondido*, for Samarinda, *Humburg Maru*, for Singapore.

Kina, for Yokohama, *Kut Sang*, for Shanghai, *President Polk*, for Manila.

Sinking, for Amoy, *Sung Ho*, for Kwang Chow Wan, *Taming*, for Kwang Chow Wan.

Tungshing, for Amoy, *Yungtze*, for Manila.

HONGKONG SHIPPING.

The shipping statement for yesterday showed 63 vessels in the harbour at 9 a.m. of which 37 were British.

Six vessels arrived during the twenty-four hours ended at 9 a.m. yesterday: three British, one French, one Spanish and one Chinese. Five of the six vessels were from coast ports. The departures over the same period came to eight, six for coast ports, with one clearance.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday.)

For Hongkong	7,520 tons.
For ports beyond	281
Total	7,801

(During previous 24 hours ended at 9 a.m. on Sunday.)

For Hongkong	10,254 tons.
For ports beyond	9,202
Total	19,456

Of the cargo entered for Hongkong, 5,011 tons were carried by British vessels, the largest entry being by a British steamer with 2,243 tons of general cargo from Bangkok and Ho-how; while the second and third best entries (1,900 and 1,868 tons) were also by British steamers, the French vessel coming fourth with 1,000 tons. Deck passengers carried totalled 57.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday, were as under.—The *s.s. Hulgard* (British) from Haiphong with 1,000 tons of rice; the *s.s. Kwangtung* (British) from Bangkok and Ho-how with 2,243 tons of general cargo and mail; the *s.s. Taming* (British) from Haiphong and Ho-how with 1,868 tons of general cargo; the *s.s. Sung Ho* (French) from Haiphong and Port Bayard with 1,000 tons of general cargo and mail; the *s.s. U. Lopez Y. Lopez* (Spanish) from Coruna; and Manila with 9 tons of general cargo and mail and the *s.s. Poo Sang* (Chinese) from Kwang Chow Wan with 500 tons of general cargo.

Labor arrivals, too late for entry in the above returns, included the *s.s. Sui Yang* (British) from Swatow with general cargo and mail; the *s.s. President Polk* (American) from the North with general cargo and mail from U.S.A., Honolulu, Japan and Shanghai; the *s.s. Sunning* (British) from Shanghai; and the *s.s. Takada* (British) from Amoy.

SHIPPING NOTES.

The master of the *s.s. Shansi* (British) from Shanghai, has reported to the Harbour Office that during the voyage to Hongkong, a derelict junk was passed three miles North of Pedro Blanco.

According to a report made to the Harbour Office yesterday, the *s.s. Hulgard* (British) which arrived from Haiphong, went aground in the dredged channel in the Haiphong river at 11.5 a.m. on January 11th, but was refloated at 9.35 p.m. the same day. The report states that the *Hulgard* received no damage, but it was learned yesterday that the vessel was going to dock.

A Notice in the Harbour Office regarding the Indo-China steamer *s.s. Tungshing* (which was sunk off Black Point, in the Yangtze River, last week, following collision with the R.M.S. *Empress of Asia*) reads:—“The *Tungshing* lies sunk near Huangpu, Black Point. The wreck is marked with a green flag by day and with a green light over a white light by night. Vessels navigating in the vicinity, should proceed with caution.”

A notice in the Harbour Office warns shipping that all defence lights will be exercised at 6.15 p.m. to 8.45 p.m. on Thursday, January 21st.

The R.M.S. *Empress of Australia* proceeded to Taikoo Dock yesterday to undergo the annual overhaul, taking the place in dock of the R.M.S. *Empress of Canada*, which proceeded to her wharf at Kowloon yesterday morning in readiness for sailing for Vancouver via Shanghai and Japan ports on Friday.

SHIPPING MOVEMENTS.

The P. & O. *s.s. Alton*, from Hongkong, arrived at London on January 18th, at noon.

The ship shipped per *s.s. President McKinley* which sailed from this port at 5 a.m. on December 22nd, arrived at New York at 1 p.m. on January 15th—having been 23 calendar days and 30 hours in transit.

VESSELS IN DOCK.

The following vessels are in Dock:—Kowloon Dock.—Cheong Sing, Nam Sang, Passett, Seistan, Tangistan, Empress of Russia.

Taikoo Dock.—Kingman, Empress of Australia, Shantung, Anatina, Kwang Lee, Chusan, Fatsan.

Cosmopolitan Dock.—Ling Nam.

At Kowloon Bay.—Haifong, L. Onawa, Sun On.

SUNRISE AND SUNSET IN HONGKONG.

FOR JANUARY, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.)			
Date.	Sunrise.	Sunset.	
January 18th.....	7.05 a.m.	6.03 p.m.	
19th.....	7.05	6.03	
20th.....	7.05	6.04	
21st.....	7.05	6.04	
22nd.....	7.05	6.04	
23rd.....	7.05	6.05	
24th.....	7.03	6.06	
25th.....	7.05	6.07	
26th.....	7.04	6.08	
27th.....	7.04	6.08	
28th.....	7.04	6.09	
29th.....	7.04	6.10	
30th.....	7.03	6.10	
31st.....	7.03	6.11	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 18th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.95	29.95	29.88
Temperature	64	62	68
Humidity	73	82	74
Wind Direction	E	ESE	E
Force	3	3	3
Weather	C	C	B
Rain	0.00	0.00	0.00
Highest open-air Temperature on 17th	66		
Lowest open-air Temperature on 18th	61		

HONGKONG TIDE TABLE.

From Jan. 18th to 25th, 1926.

High Water.		Low Water.	
Day of Week.	Day of Month.	H'kong. Standard Time.	Height.
Tues.	18	h. m.	ft. in.
		0 31	7 24
Wed.	19	2 25	6 49
		1 38	8 23
Thur.	20	3 20	8 14
		2 59	9 13
Fri.	21	4 17	10 4
		4 25	10 4
Satur.	22	5 8	11 57
		5 54	10 53
Sun.	23	6 31	11 7
		7 11	11 40
Mon.	24	8 22	1 58
		7 13	0 25

VISITORS TO CANTON.

Should Purchase

A BOOK FOR THE GLOBE TROTTER FOR HONGKONG TO CANTON BY THE PEARL RIVER

BY CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags

PRICE \$1.75

On Sale at—

Hongkong: “Daily Press” Office.

Messrs. Kien & Wai, Ltd.

Messrs. Baxendale & Co.

Canton: Messrs. A. S. Watson & Co.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

18 Days from Hongkong to Vancouver.

LARGEST, FASTEST AND MOST LUXURIOUS

STEAMSHIPS

NEXT SAILING TO THE PACIFIC COAST.

THE

“EMPRESS OF CANADA”

WILL SAIL FROM

HONGKONG

Daylight, Friday, January 22nd, 1926.

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SEATTLE & VANCOUVER via Shanghai & Japan ports.
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America \$2405, G. \$2420, G. \$2440.
 YOKOHAMA MARU Thursday, 23rd Jan. at 11 a.m.
 KAGA MARU Saturday, 20th Feb.
 MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
 ATSUTA MARU Saturday, 30th Jan. at 11 a.m.
 KASHIMA MARU Saturday, 14th Feb.
 HAKONE MARU Saturday, 27th Feb.
 HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 20th Jan. at 11 a.m.
 MISHIMA MARU Wednesday, 24th Feb.
 NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU Tuesday, 2nd Feb.

BURNOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAMAKURA MARU end of Feb.

BOMBAY via Singapore, Penang & Colombo.

MURORAN MARU Saturday, 23rd Jan.

HAKATA MARU Saturday, 30th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

KANAGAWA MARU Saturday, 30th Jan.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Wednesday, 17th Feb.

SHANGHAI, KOBE & YOKOHAMA.

OSAKA MARU (Moji direct) Saturday, 23rd Jan.

SUWA MARU Thursday, 28th Jan.

SADO MARU Thursday, 28th Jan.

NAGANO MARU Saturday, 30th Jan.

TOBA MARU Tuesday, 2nd Feb.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 242.

S. KINOSHITA, Manager.



HOLLAND EAST ASIA LINE

of the United Netherlands

Navigation Company.

Regular four-weekly service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports

SAILINGS FOR EUROPE:

s.s. "OLDKERK" 23rd Jan., 1926

s.s. "GEMMA" 29th Feb.

s.s. "ZOSMA" 29th Mar.

ARRIVALS FROM EUROPE:

s.s. "ZOSMA" 9th Feb., 1926

s.s. "OOSTERK" 9th Mar.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Telephone: Central No 1574.

Agents, York Building

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI ... "KWONGSANG" ... Wednesday, 20th Jan., at 7 a.m.
 KEELUNG via TAKAO ... "HOPSANG" ... Wednesday, 20th Jan., at 2 p.m.
 STRAITS & CALCUTTA ... "FOOKSANG" ... Monday, 25th Jan., at 3 p.m.
 HAIPHONG via HOIHOW ... "LEESANG" ... Tuesday, 26th Jan., at 10 a.m.
 STRAITS & CALCUTTA ... "KWANGSANG" ... Thursday, 28th Jan., at 3 p.m.
 SANDAKAN ... "MAUSANG" ... Friday, 29th Jan., at 2 p.m.
 KOBE via MOJI ... "YUENSANG" ... Monday, 1st Feb., at Noon.
 STRAITS & CALCUTTA ... "NAMSANG" ... Tuesday, 2nd Feb., at 3 p.m.
 KOBE via SHANGHAI ... "HOSANG" ... Saturday, 6th Feb., at 4 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel.	Due Hongkong.	Vessel.	Leave Hongkong.	Discharges.
"GLENIFFER"	23rd Jan.	"CARNARVONSHIRE" ...	23rd Jan.	London, Rotterdam & Hamburg via Oran.
"GLENOCLE"	7th Feb.	"GLENSHIRE"	31st Jan.	London, Rotterdam & Hamburg via Oran.
"GLENAMORY"	23rd	"PEMBROESHIRE"	17th Feb.	London, Rotterdam & Hamburg via Oran.
"GLENGARRY"	4th Mar.	"GLENIFFER"	9th Mar.	London, Rotterdam & Hamburg via Oran.
"GLENSHANE"	21st			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3596.

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD

ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE.

(SHANGHAI-KOBE-YOKOHAMA)

"PRESIDENT MADISON" Jan. 28th.

"PRESIDENT JACKSON" Feb. 9th.

TO EUROPE—\$120—\$112—\$110

FOR MANILA

"PRESIDENT MADISON" Jan. 20th.

"PRESIDENT JACKSON" Feb. 1st.

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocoles and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE, Managing Operators for

UNITED STATES SHIPPING BOARD,

HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795

THE SWEDISH EAST ASIATIC COMPANY, LIMITED,

GOTHENBURG.

Regular Freight Service for

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG.

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

M.S. "SUMATRA" Will leave on or about

For Shanghai and Japan Ports: 2nd February.

M.S. "AGRA" 4th January.

Subject to change without Notice.

For further particulars, please apply to—

GILMAN & CO., LTD.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The S/S. "KINA"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 29th January
 S.S. "CITY OF RANGOON" ... via Suez Canal ... 16th February

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "COMERIC" ... via Suez Canal ... 27th February

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF LAHORE" ... 22nd February.
 For MARSEILLES, HAVRE, LONDON & ROTTERDAM.

FARES TO LONDON "A" 1st Class £88. 2nd Class £50.
 "B" 1st Class £80. 2nd Class £45.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Agca Bay, Port Elizabeth, Mossel Bay and Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATTIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "YANGTSE" ... via Suez Canal ... 19th Jan. 1926.
 S.S. "CITY OF BEDFORD" ... via Suez Canal ... 23rd Jan. "
 S.S. "OANFA" ... via Suez Canal ... 7th Feb. "
 S.S. "CITY OF RANGOON" ... via Suez Canal ... 16th Feb. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**and **NEW YORK**

S.S. "SLAVIC PRINCE" ... 31st Jan. 1926.

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3165.

Telegrams: Furnprince.

(Incorporated in Great Britain)

King's Building.

P. & O. British India
Apcar and
Eastern & Australian
Lines(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS**TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
 CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
 EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"LAHORE"	9,252	21st Jan. 4 p.m.	Singapore, Penang, Colombo & Bombay.
"KHYBER"	9,114	23rd Jan. Noon	Mars., Caabianca, London & Antwerp.
"ALIPORE"	9,273	1st Feb.	Singapore & Bombay.
"DELTA"	8,097	4th Feb.	S'pore, Penang, Colombo, and B'bay.
"MALWA"	10,941	8th Feb.	Marseilles and London.
"MIRZAPORE"	9,715	16th Feb.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,089	20th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	6th Mar.	Marseilles and London.
"KASHMIR"	8,885	13th Mar.	Mars., L'don, A'werp., and Hamburg.
"KHIVA"	9,135	20th Mar.	Marseilles, London, and Antwerp.
"MOREA"	10,918	3rd Apr.	Marseilles and London.
"DEVANHA"	8,155	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	Marseilles and London.
"MACEDONIA"	11,089	1st May	Marseilles, London and Antwerp.
"KASHGAR"	9,005	15th May	Marseilles & London.
"MALWA"	10,941	29th May	Marseilles, London & Antwerp.
"KHYBER"	9,114	12th June	Marseilles and London.
"MANTUA"	10,902	21st June	Singapore, Penang, Colombo & Bombay.
"DELTA"	8,097	7th July	Marseilles, London and Antwerp.
"KARMALA"	9,089	10th July	Marseilles and London.
"RANPURA"	10,855	24th July	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	20th Jan. 1 p.m.	Singapore, Penang and Calcutta.
"SANTHIA"	8,501	9th Feb.	do.
"TILAWA"	10,006	19th Feb.	do.
"TALAMBA"	8,018	26th Feb.	do.
"TALMA"	10,000	10th Mar.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Feb.	Manila, Sandakan, Thursday Island.
"TANDA"	6,958	3rd Mar.	Townsville, Brisbane, Sydney.
"ARAFURA"	6,000	7th Apr.	and Melbourne.
"ST. ALBANS"	4,500	5th May	
"TANDA"	6,958	2nd June	
"ARAFURA"	6,000	7th July	

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolamoguan, Tawao, Timor, Durwa, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KARMALA"	9,123	23rd Jan.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	26th Jan.	Kobe & Osaka.
"TALAMBA"	8,018	2nd Feb.	Shanghai and Kobe.
"MANTUA"	10,902	6th Feb.	Shanghai, Moji and Kobe.
"KASHMIR"	8,885	6th Feb.	Shanghai and Kobe.
"TANDA"	6,958	6th Feb.	Moji, Kobe and Yokohama.
"TALMA"	10,000	17th Feb.	Kobe.
"KHIVA"	9,135	20th Feb.	Shanghai, Moji and Kobe.
"MOREA"	10,911	16th Mar.	do.
"ARAFURA"	6,000	16th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	13th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	20th Mar.	do.
"MACEDONIA"	11,089	2nd Apr.	do.
"ST. ALBANS"	4,500	10th Apr.	Moji, Kobe and Yokohama.
"KASHGAR"	9,005	18th Apr.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	30th Apr.	do.
"TANDA"	6,958	8th May	Moji, Kobe and Yokohama.
"MALWA"	10,941	14th May	Shanghai.
"MANTUA"	10,902	28th May	Shanghai, Moji and Kobe.
"KARMALA"	9,089	11th June	do.
"DELTA"	8,097	11th June	Shanghai & Kobe.
"ARAFURA"	6,000	12th June	Moji, Kobe and Yokohama.
"KASHMIR"	8,885	25th June	Shanghai, Moji & Kobe.
"RANPURA"	10,855	25th July	Shanghai only.
"MACEDONIA"	11,089	22nd July	Shanghai Moji & Kobe.
"KALYAN"	9,144	5th Aug.	do.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 *Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Steamers on London and Australian Lines are fitted with Landries.
 *Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, saloons and Excellent cuisine.

FOR

AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. E. Stewart ... Tuesday, 19th Jan., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Fasoca Anchorage) and Return by the same Steamer by the "HAI-NING" "HAIHONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

AMOY & SHANGHAI	"SINKIANG"	On 19th Jan.	D.L.
AMOY & SHANGHAI	"SWANGCHOW"	On 19th Jan.	5 p.m.
SWATOW & SHANGHAI	"SIYANG"	On 20th Jan.	11 a.m.
HOIHOW & HAIPHONG	"TAKING"	On 21st Jan.	10 a.m.
SHANGHAI	"SUNNING"	On 21st Jan.	4 p.m.
ILOILO	"CHINKIANG"	On 23rd Jan.	D.L.
HOIHOW & SINGAPORE	"KINGYUAN"	On 23rd Jan.	Noon.
BANGKOK	"KWANGTUNG"	On 23rd Jan.	4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 23rd Jan.	4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 25th Jan.	D.L.
AMOY & SINGAPORE	"ANKING"	On 26th Jan.	D.L.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 35.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.**S.S. "TAIPING"**

This Vessel will sail hence on her maiden voyage
 on 22nd January, Noon.

— FOR —
 MANILA, ZAMBOANGA, PORT RANGA, THURSDAY ISLAND,
 AND AUSTRALIAN PORTS

Through Bills of Lading issued to ALL AUSTRALIAN, NEW ZEALAND
 AND TACAPLAN PORTS.
 THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE
 FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
 (Sailings Subject to Alteration.)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE,
 Telephone: Central 35. Agents.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "CORBY CASTLE" ... Sails 25th Jan.

LLOYD, TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
 BRINDISI, VENICE AND TRIESTE (Fiume).
 TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.
 REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
 £66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA"	...	Sails 10th Feb.
S.S. "ROSANDRA"	...	Sails 11th Mar.
S.S. "FIUME-L"	...	Sails 11th April

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.S. "ESQUILINO"	...	Sails 16th Feb.
S.S. "VENEZIA"	...	Sails 15th Mar.
S.S. "ROSANDRA"	...	Sails 12th April
S.S. "FIUME-L"	...	Sails 13th May

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI"	...	(Sails from Calcutta 31st Jan. 1926)
S.S. "UMVOLOSI"	...	(Sails from Colombo 12th Feb. 1926)
S.S. "UMSINGA"	...	(Sails from Calcutta 31st Mar. 1926)
S.S. "UMSINGA"	...	(Sails from Colombo 12th April 1926)

Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO LIMITED.

Telephone: Central 1030.

Agents.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for S'nal and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE ... B	19th Jan. 1926
FONTAINE BLEAU ... B & A	2nd Feb. "
D'ARTAGNAN ... A	18th Dec. 1925	20th Jan. 1926	16th Feb. "
ANGKOR ... B	1st Jan. 1926	2nd Feb. "	2nd Mar. "
POETHOS ... A	15th Jan. "	17th Feb. "	16th Mar. "
ANDRE LEBON ... A	29th Jan. "	3rd Mar. "	3th Mar. "
PAUL LECAT ... A	12th Feb. "	17th Mar. "	13th Apr. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A Class 1st Class ... 2 85. 0d. 0d. B Class 1st Class ... 2 83. 0d. 0d.
 STEAMERS 2nd ... 2 68. 0d. 0d. STEAMERS 2nd ... 2 60. 0d. 0d.
 Through Tickets to London and Landing Towns of Europe.
 Accommodation served in the Trains at Marseilles.
LIGNES COMMERCIALES (Cargo Boats)
 ... loading for HAVRE, ANTWERP
 & DUNKIRK about
 S.S. "SI KIANG" from DUNKIRK, LONDON & HAVRE is due
 to arrive on the 21st January, 1926.
 Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD
MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by Leading Glass Dispensaries.

PODOBNOE ZDOROVYE
 VETARZO REMEDIES CO.
 GOSPEL OAK, N.W.5, LONDON, ENGLAND.
 ALL PARTS OF THE WORLD.
 ORDER BY MAIL OR BY POST.
 THE GENUINE HAS WORDS
 VETARZO REMEDIES ON
 GOVERNMENT STAMP.
 SOLD BY LEADING GLASS
 DISPENSARIES.

